



# Corporate Report

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**DATE:** October 22, 2013

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: November 11, 2013

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

**SUBJECT:** **Mississauga Official Plan – General Amendment**

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**RECOMMENDATION:** That a public meeting be held to consider amendments to Mississauga Official Plan as recommended in the report titled “Mississauga Official Plan – General Amendment” dated October 22, 2013, from the Commissioner of Planning and Building.

**REPORT  
HIGHLIGHTS:**

Recommended amendments include:

- Addition of City-owned sites to the Natural Areas System, resulting from Natural Areas Survey Updates completed in 2010, 2011 and 2012;
- Revision to the Natural Hazard limit at one site;
- Updates to the “Greenbelt” land use designation to include additional lands identified in watercourse corridors and along the Lake Ontario shoreline, that are subject to natural hazards;
- Revision of “Parkway Belt West” policies to prohibit power generation and waste management facilities;
- Boundary extension and land use amendments for two Character Areas: the Uptown Major Node and Streetsville Community Node, respectively;

- Terminology amendments in Chapters 11 through to 18 to replace “will” with “may”;
- Prohibition of Motor Vehicle Commercial uses in Corporate Centres and the addition of use prohibitions in Community Nodes and Neighbourhoods under the “Business Employment” designation;
- Discouraging the conversion of multi-unit buildings (e.g. retail, industrial) in Intensification Areas and along Corridors to condominium units; and
- A number of amendments to correct minor errors, update terminology, provide policy clarification, and provide additional direction to guide development.

**BACKGROUND:**

Mississauga Official Plan (MOP) was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 22, 2011. Subsequently, there were 19 appeals to MOP.

MOP came into partial effect on November 14, 2012, when the Ontario Municipal Board (OMB) approved MOP with some modifications, with exception of those policies still under appeal. Subsequent OMB hearings and meetings with appellants have resulted in further MOP appeal resolutions and withdrawals, eliminating the majority of the city-wide appealed policies throughout MOP. As a result, MOP is now in force with the exception of a few remaining city-wide appeals from appellant Orlando Corporation, and the following three site specific appeals:

1. Derry-Ten Limited, registered owner of 70 acres at the southwest quadrant of Derry Road and Hurontario Street. The appeal was scoped in 2012 to apply to a 27 acres site and the appeals are to be consolidated and set off on a separate hearing track;
2. Latiq Qureshi, registered owner of 2625 Hammond Road, at the southwest corner of Dundas Street West and King Forest Drive (Part of Lot 2, Range 1, S.D.S.); and

3. White Elm Investments Ltd. (White Elm), 1450 to 1458 Dundas Street East, approximately 2.80 hectares, located at the south west quadrant of Dixie Road and Dundas Street East.

Now that MOP is largely in effect, it is appropriate to bring forward this report which proposes amendments to MOP to keep the plan current by addressing ongoing policy issues and housekeeping matters. Proposed amendments are intended to clarify policy wording or intent, make minor policy additions and word corrections, and implement the recommendations of studies, e.g. Natural Areas Survey.

The recommendations do not include editorial changes, minor matters of style or organization, changes to the arrangement of text, tables, schedules and figures, or minor rewording that does not alter the intent or meaning of the proposed policies. The proposed changes are summarised in Appendix 1 in the order in which the policies appear in MOP. Deletions are shown as ~~strikeouts~~ and additions are in *italics and underlined*.

Key requested changes to MOP are as follows.

## COMMENTS:

### Natural Areas System Update

As a result of the Natural Areas Survey Updates completed in 2010 and 2011, a total of 15 City-owned sites were recommended for addition to the Natural Areas System, at the General Committee meetings held on May 4, 2011 and June 27, 2012. The recommendations adopted by City Council (GC-0236-2011 and GC-0496-2012) directed staff to hold a public meeting at the Planning and Development Committee to consider amendment of Schedule 1: Urban System, Schedule 1a: Urban System-Green System and Schedule 3: Natural System of MOP, to include additional lands in the Natural Areas System. The sites recommended for addition to the Natural Areas System are shown on Appendix 2a: Natural Areas Survey 2010 & 2011 Updates.

The Natural Areas Survey 2012 Update identified minor revisions to natural area boundaries, totalling 9.96 hectares (24.61 ac). These lands were recommended for inclusion in the Natural Areas System, at the Planning and Development Committee meeting held on April 15, 2013. The recommendation adopted by City Council (PDC-0062-2013) directed staff to hold a public meeting at the Planning and Development Committee to consider amendment of Schedule 1: Urban System, Schedule 1a: Urban System-Green System and Schedule 3: Natural System of MOP, to include revised boundaries of lands in the Natural Areas System. The minor revisions to the natural area boundaries are shown on the map labelled Appendix 2b. Note that the map illustrates the main areas where boundaries have been updated and that due to the scale of mapping and minor nature of the boundary revisions, some small areas are not visible on the map and have not been shown.

#### **Natural Hazards Limit Revision**

At the request of a property owner, the Natural Hazards mapping shown on Schedule 3: Natural System, was reviewed at 2935 and 2955 Mississauga Road, in consultation with staff of Credit Valley Conservation. The review determined that the extent of the Natural Hazards line could be reduced at this location to reflect the current boundary of the "G2" Greenbelt zone delineated on Map 17, Schedule "B" to By-law No. 0225-2007 (Mississauga Zoning By-law).

The revision to the Natural Hazards limit does not alter the requirement to obtain approval from the Credit Valley Conservation for any proposed future development of the property, as the Natural Hazards mapping is provided for illustrative purposes. The change to the Natural Hazard limit will require amendments to Schedule 3: Natural System and Schedule 10: Land Use Designations, as shown on the maps in Appendix 2a, and in Appendix 3, Map 12, "Part of Sheridan Neighbourhood Character Area".

#### **Land Use Designation Changes to Greenbelt**

In view of updated information on the limits of natural hazards provided by the conservation authorities during the preparation of



Schedule 3: Natural System in MOP, a comprehensive review of lands in the “Greenbelt” land use designation was undertaken to:

- determine the need to include additional lands subject to natural hazards in the “Greenbelt” land use designation to ensure official plan conformity with Provincial and Regional policies; and
- facilitate the implementation of the Natural Hazard and Greenbelt official plan policies consistently across the City.

The review, which was completed in consultation with staff from the conservation authorities, Region of Peel, Infrastructure Ontario, and City departments, concluded that the “Greenbelt” land use designation needed to be updated to include approximately 60 areas located in watercourse corridors and along the Lake Ontario shoreline. These areas include City-owned lands and lands in public ownership that are:

- zoned Greenbelt (G1) and proposed for redesignation to “Greenbelt” in MOP to ensure that the land use designation is consistent with the uses permitted by the zoning; and
- proposed to be redesignated from “Open Space” and “Utility” to “Greenbelt” in MOP.

These areas proposed to be redesignated to “Greenbelt” are shown in the Schedule 10 excerpt maps, by Character Area, in Appendix 3.

The current Greenbelt official plan policies permit the zoning of lands to “Greenbelt” in any land use designation, which facilitates the development approval process where an official plan amendment is not required. Through detailed studies prepared at the time of a development application, a surveyed limit for the natural hazards and natural features is established which provides the basis for the greenbelt zoning area. As a result, there are lands which already are in a Greenbelt zoning category to recognize the presence of natural hazards (G1) but which do not have a corresponding “Greenbelt” land use designation in the official plan.

The change in land use designation mainly from “Open Space” and “Utility” to “Greenbelt” confirms appropriate uses in these areas in order to protect people and property from natural hazards. Although

the majority of these areas are not developed, any existing uses will continue to be permitted, whereas any new electricity transmission and distribution facilities would be subject to the policies of the “Greenbelt” land use designation (Policy 11.2.3.7).

In addition to the areas shown on the Appendix 3, Character Area maps, there are a number of areas subject to natural hazards, particularly in the Lakeview and Port Credit neighbourhoods, where site specific master plan studies are currently in progress. Once completed, these studies will provide recommendations on future land uses and additional areas for designation to “Greenbelt”. In the meantime, the current Local Area Plan Land Use Maps for Lakeview and Port Credit will be amended to reflect the areas of amendment to “Greenbelt” on Maps 16 and 18 of Appendix 3 (existing Local Area Plan “Open Space” and “Utility” designations are shown on Maps 15 and 17).

Consistent with current practise, lands in private ownership which are within the limits of natural hazards, but not currently designated “Greenbelt”, will continue to be identified on Schedule 10: Land Use Designations with an overlay of the Natural Hazards mapping. The portion of these lands subject to natural hazards will be considered for designation to “Greenbelt” following the completion of detailed technical studies, required at the time of a development application.

### **Parkway Belt West Designation**

On August 30, 2010 the Ministry of Municipal Affairs and Housing approved Amendment 199 to the Parkway Belt West Plan (PBWP). Among other matters, Amendment 199 introduced new definitions to the PBWP, in particular “Linear Facility”, “Public Uses” and “Utility”. These new definitions would permit power generation and waste management systems and associated facilities within the City’s “Parkway Belt West” land use designation.

After a review of the “Parkway Belt West” designation, staff have determined that power generation and waste management facilities are not appropriate uses to locate within this land use designation. The official plan includes policies to appropriately locate these types of uses so as to protect sensitive land uses.

MOP policies currently allow all uses permitted by the PBWP on lands designated “Parkway Belt West”, however, municipalities are not required to permit every land use that is permitted by the PBWP provided the restrictions do not undermine the intent and purpose of the PBWP. It is proposed to revise the “Parkway Belt West” policies to not permit major power generation facilities, waste processing facilities, waste transfer stations and composting facilities.

MOP introduced policies regarding “Uses Permitted in all Designations”. These uses would be permitted within the “Parkway Belt West” designation; however, not all uses are consistent with the PBWP (e.g., some structures associated with community infrastructure). As such, the Ministry of Municipal Affairs and Housing has requested that the “Uses Permitted in all Designations” policy be revised to not apply to the “Parkway Belt West” designation. Policy amendments are outlined in the Modification Table in Appendix 1 (see Policies 11.2.1.1 and 11.2.13.1).

### **Uptown Major Node Boundary Amendment**

OPA 3, related to Pinnacle’s development application, amended the land use designation of lands located within the northwest quadrant of Eglinton Avenue West and Hurontario Street. The amendment extended the “Residential Medium Density” designation westerly to accommodate the requested use of the lands for townhouses.

As a result, the contiguous “Residential Medium Density” (RMD) lands straddle two Character Areas – Uptown Major Node and Hurontario Neighbourhood (see Appendix 4). However, given that the subject RMD lands form part of one comprehensive townhouse/apartment development proposal within the Uptown Major Node Character Area, they should be captured within the same Character Area.

Two mapping inconsistencies that affect Schedules 1, 1a, 4 and 10, also need to be revised. First, a small right-of-way parcel immediately west of Cooksville Creek should not be indicated with a “Greenbelt” designation, but should remain as right-of-way. Second, the amendments to the “Public Open Space” and “Greenbelt” land use designations as shown on Schedule ‘A’ of OPA 3, result in amendments to MOP Schedules 1, 1a and 4.

Map amendments required to address the Uptown Major Node boundary amendment and to correctly implement OPA 3, are outlined in the Modification Table in Appendix 1 (see Sections 13 and 16, and the Schedules section), and shown in Appendix 4.

### **Streetsville Community Node Amendments**

With the acquisition of the former Russell Langmaid Public School for park purposes (P-512), the parkland requirements for the Streetsville Community Node have been satisfied. Subsequently, the following changes are required:

- the “Public Open Space” designation currently shown on the south side of Tannery Street and east of Mullet Creek is no longer required for future parks and recreational needs; and
- provision for a community park as outlined in Streetsville Community Node Special Site 2, Policy 14.11.6.2.2.c., is no longer required.

Map and policy amendments required to address the school site acquisition, are outlined in the Modification Table in Appendix 1 under Section 14 and the Schedules section, and shown in Appendix 5.

### **Part 3 Amendments: “will” to “may”**

The word “will” is used in all land use permission policies in Part 3 of MOP, e.g. “will be permitted”, “will also be permitted”, “will also permit”, or “will permit”. However, the use of the word “will” is not consistent with the intent of MOP which is to identify potential uses subject to the use meeting the other policies of the Plan. This is stated in the Introduction of section 1.1.4, How to Read Mississauga Official Plan:

“To understand the planning rationale and policy objectives of Mississauga Official Plan...it should be read in its entirety and all relevant text, tables, and schedules are to be applied to each situation.”

Further, the use of the word “will” could be incorrectly interpreted to mean that all of the listed uses, the condition for the use or the maximum floor space index (FSI)/height identified, will be permitted regardless of the circumstances and that other general conditions in MOP do not need to be considered. The MOP definition for “will”

exacerbates the issue since “will” is defined as a mandatory requirement of the Plan. The below examples illustrate the issue:

- Section 11.2.1, Uses Permitted in all Designations, lists community infrastructure, which includes daycare facilities, as a use permitted in all designations. However, a daycare facility is considered a sensitive land use that is restricted in the Airport Operating Area through Section 6.9.2, Aircraft Noise policies; and
- Where a Character Area policy permits a maximum FSI for a special site, the ability to achieve the maximum FSI is ultimately subject to how a development proposal addresses the Chapter 9 urban design policies.

To address this issue, it is proposed that the word “will” be replaced with “may”, where appropriate in MOP Part 3 policies. The use of the word “may” does not change the intent of the subject policies, but clarifies that additional uses, use conditions or maximum FSIs introduced in the policies are subject to the use meeting the other policies of MOP. The word “may” introduces flexibility into a policy to evaluate the use in the context of MOP in its entirety. This is supported by the MOP definition whereby, “may” means a discretionary, but not a mandatory policy or requirement of the Plan. Even though a land use designation may list a use as permitted, if a use cannot meet other relevant policies of MOP, it should not be permitted.

The recommended policy amendments in Chapters 11 through to 18 to replace “will” with “may” are outlined in the Modification Table in Appendix 1.

### **Prohibited Uses in Corporate Centres, Community Nodes and Neighbourhoods**

In Mississauga Plan, the following uses listed under the “Business Employment” designation, were permitted in Employment Districts, but not in Nodes:

- adult entertainment establishments;
- animal boarding establishments;

- body rub establishments;
- motor vehicle body repair facilities;
- Motor Vehicle Commercial uses;
- motor vehicle rental facilities;
- transportation facilities;
- trucking terminals; and
- waste processing or transfer stations and composting facilities.

In addition, Nodes in Employment Districts did not allow the following additional uses:

- outdoor storage and display areas;
- transportation facilities, except public transportation facilities; and
- trucking facilities.

The above prohibitions, except for Motor Vehicle Commercial uses (MVCUs) and motor vehicle rental facilities, were brought forward to MOP as prohibited uses under the “Business Employment” designation in Corporate Centres (Policy 15.1.8.2).<sup>1</sup>

MVCUs should also have been brought forward into MOP as prohibited uses in Corporate Centres since these uses are also not appropriate in employment nodes. Motor vehicle rental facilities are potentially suitable uses in Corporate Centres, subject to design criteria, however; MVCUs as specifically designated in MOP and permitting a gas bar, motor vehicle repair, motor vehicle service station, and motor vehicle wash, would have difficulty meeting design criteria for Corporate Centres. MVCUs would need to be considered on a site by site basis and subject to an OPA to designate a proposed site to “Motor Vehicle Commercial” within a Corporate Centre.

MVCUs listed as a permitted use under the “Business Employment” designation in Mississauga Plan, should also have been brought forward into the MOP “Business Employment” designation (Policy

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<sup>1</sup> In addition, the following uses were brought forward to MOP as prohibited uses: cardlock fuel dispensing, outdoor storage and display areas, and self storage facilities.

11.2.11.1), allowing for the exclusion of MVCUs as permitted uses under Corporate Centres.

The “Business Employment” designation is not permitted in Community Nodes and Neighbourhoods, except for lands with this designation on the day the Plan came into effect. The uses prohibited under Policy 15.1.8.2 in Corporate Centres, including MVCUs, should be extended to Community Nodes and Neighbourhoods where such uses are also not appropriate.

The recommended policy amendments in MOP Chapters 11, 14, 15 and 16 regarding MVCUs and uses to be prohibited in the “Business Employment” designation in Corporate Centres, Community Nodes and Neighbourhoods, are outlined in the Modification Table in Appendix 1 (see Policies 11.2.11, 14.1.5, 15.1.8 and 16.1.5).

### **Condominiums Conversions**

Future growth will primarily be directed to Intensification Areas, including Intensification Corridors. Higher density uses will also be directed to designated Corridors that run through, or abut, the Downtown, Major Nodes, Community Nodes, and Corporate Centres.

Property redevelopment in Intensification Areas and along Corridors, will be necessary to accommodate future growth. However, development proposals to convert existing multi-unit buildings to condominium units may limit redevelopment and intensification potential. Having many condominium property owners potentially impedes the flexibility to pursue future property redevelopment.

Presently, Policy 10.3.7 in the Foster a Strong Economy section of MOP, discourages the conversion of multi-unit industrial developments to industrial condominiums for lands within Intensification Areas and along Corridors. However, the policy should apply to any building conversion (e.g. retail) and not be limited to industrial buildings. Further, to better reflect the relationship of this policy to intensification policies, it is proposed that it be deleted from Section 10 and moved to the 5.5 Intensification Areas section.

The recommended policy amendments to address the industrial and retail condominium issues are outlined in the Modification Table in Appendix 1, under Section 5, Direct Growth.

### **Other Amendments**

Staff have also identified the following amendments to MOP to correct minor inconsistencies, update terminology, provide policy clarification, and provide additional direction to guide development. The Modification Table (Appendix 1) provides further detail regarding the following proposed amendments:

- revisions to Section 1.1.4, How to Read Mississauga Official Plan, to:
  - allow figures and appendices, which are included for information purposes and do not constitute official plan policy, to be modified without an amendment to MOP;
  - clarify the City's land use designation boundaries and that a land use designation extends to the centre line of a road right-of-way;
  - recognize existing legal uses at the time of MOP approval; and
  - move the Community Facilities definition from the Glossary to this section as a separate policy, and amend it to clarify that private facilities are not limited to gyms;
- revisions to Sections 1.1.4, 3.2, 8.2.2, and 17.1.1 and Policies 7.4.1.9, 10.2.4, and 19.5.2, to change the terminology from "local area plan" to "local area review", for consistency with policy 1.1.4.c. that refers to a local area review;
- revisions to Policies 6.9.2.3 and 6.9.2.5, to make a Character Area distinction;
- revisions to Policies 7.4.1.10, 7.4.1.12, 7.4.2.2 and 7.4.3.3, to update terminology from Heritage Impact Statement to Heritage Impact Assessment;
- revision to Policy 7.5.3, to allow arts and cultural uses and activities within the public realm;
- revision to Section 8.2.3, Transit Network, to make reference to Schedule 6 that shows the Long Term Transit Network;



- revisions to Road Classification Tables 8-1: Arterials, and 8-2: Major Collectors, to bring Table 8-1 into conformity with ROPA 26, Schedule F – Regional Road Mid-Block Right of Way Requirements, and amend a distance, street name and Right-of-Way (R-O-W) width in the Table, and update Table 8-2, to reflect a newly built portion of Vicksburgh Drive (see Appendix 6);
- revision to Section 9.5, Site Development and Buildings, to replace Figures 9-30 and 9-31, to remove the dimensions on one figure and to clarify the intent on the other;
- revision to Policy 9.5.4.6, to replace the word “should” with “will” to strengthen the policy to a mandatory requirement;
- revision to Section 10.3, to clarify that only “industrial” sales and service (i.e. not retail sales and service) are permitted;
- revision to Policy 10.6.6, to clarify what “existing conditions” means in the first sentence of the policy and when these conditions should be preserved, and move the portion of the policy that makes reference to at-source controls, to the 6.5.2 Stormwater and Drainage section;
- revision to Policy 11.2.1.1, under Uses Permitted in all Designations, to include the following uses: conservation, flood control and/or erosion management, transit facilities, and transportation infrastructure;
- revisions to Policies 11.2.1.1.c. and 11.2.3.2.b., to correct “electricity transmission and distribution facility” terminology to align with the glossary term, and to Policy 11.2.3.2.d., to reflect “erosion management” terminology used in the zoning by-law;
- addition of a new Policy, 11.2.1.3, to potentially allow accessory uses directly associated with a community infrastructure use;
- revisions to Policy 11.2.3.2.c., to show the list of facilities as examples and not a finite list;
- deletion of Policy 11.2.5.8, to allow for a home occupation in all “Residential” designations;
- revision to Policy 11.2.6 1, to include motor vehicle sales as a permitted use under the “Mixed Use” designation;

- revisions to Sections 13.1, 14.1, 15.1, 16.1, 17.1 and 18.1, Introduction, to clarify that each of the City Structure elements are made up of several Character Areas;
- revision to Policies 14.1.2.3 and 16.1.2.5.b., to clarify the compliance requirements for existing apartment buildings on redevelopment sites;
- revisions to maps and policy for Section 14.11, Streetsville, Community Node, Special Sites 5 and 6, and Section 15.4, Meadowvale Business Park, Corporate Centre, Exempt Sites 7 and 11, to amend a mapping overlap issue since lands can only be part of one special site;
- deletion of Section 15.1.6, Convenience Commercial, since Corporate Centre Character Areas do not have any lands designated “Convenience Commercial”;
- revision to Section 15.4, Meadowvale Business Park, Figure 15-4.1: Meadowvale Business Park Restricted Areas, to change the “Figure” title to a “Map” title, consistent with map labelling throughout MOP;
- expand Policy 16.1.2.1, to reference condominium development;
- revision to Policy 17.1.4.1, to remove motor vehicle sales from the list since it is redundant given the proposed “Mixed Use” designation permission for motor vehicle sales;
- revisions to Policy 19.4.5, to update terminology for “Restrictions on Title”, “Heritage Impact Statement”, and “Heritage Conservation Plan”, as well as add the following to the list of studies, reports and/or documents that may be required as part of a complete application submission:
  - Property Evaluation Report;
  - Condominium Declaration;
  - Fire Code Compliance Letter; and
  - Property Standards Compliance Letter;
- deletion and revision of Glossary terminology for Community Facilities and Heritage Impact Statement, respectively;

- revisions to Schedule 4, Parks and Open Spaces and Schedule 10, Land Use Designations, to reflect land use designation changes resulting from the sale of Plum Tree Park lands, adjacent to Plum Tree Park Public School, to the Peel District School Board, and the purchase of the Union Gas lands to the south of Plum Tree Park lands (excluding areas that still contain the gas line), as compensation for the loss of the Plum Tree Park lands. The Union Gas lands are proposed to be used for both emergency services and park purposes (see Appendix 7);
- revisions to Schedule 8, Designated Right-of-Way Widths (see Appendix 6), to:
  - a) bring it into conformity with ROPA 26, Schedule F – Regional Road Mid-Block Right-of-Way Requirements; and
  - b) amend Note 6 to exclude roads and highways as base map information;
- relocation of Appendix C from the Appendix section to the Other Information section;
- revisions to the Lakeview Local Area Plan to convert the Figure 1 and 2 labels to Map labels, and to Southdown Local Area Plan to convert the Figure 1 and 29 labels to Map labels, consistent with labeling throughout MOP; and
- revision to the Southdown Local Area Plan to remove a figure reference from a policy and update the figure caption.

**STRATEGIC PLAN:**

MOP 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 MOP 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.

**CONCLUSION:** Subsequent to the OMB's partial approval of Mississauga Official Plan on November 14, 2012, a majority of the appeals have been eliminated and MOP is now in force with the exception of a few remaining city-wide appeals and three site specific appeals. With MOP largely in effect, it is appropriate to bring forward this report to keep the plan current by addressing ongoing policy issues and housekeeping matters. The proposed MOP amendments are outlined in Appendix 1. A public meeting should be held to consider the requested amendment.

**ATTACHMENTS:**

|             |   |
|-------------|---|
| APPENDIX 1: | Modification Table for Mississauga Official Plan                    |
| APPENDIX 2: | Natural Areas Survey Updates  |
| APPENDIX 3: | Schedule 10 Excerpt Maps: Land Use Designation Changes to Greenbelt |
| APPENDIX 4: | OPA 3 – Character Area Boundaries: Existing and Proposed Amendments |
| APPENDIX 5: | Streetsville Community Node Amendments                              |
| APPENDIX 6: | Amended Right-of-Ways   |
| APPENDIX 7: | Plum Tree Park and Union Gas Lands: Schedule 4 and 10 Amendments    |

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Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: Sharleen Bayovo, Policy Planner*

# Modification Table for Mississauga Official Plan

last revised October 22, 2013

## APPENDIX 1

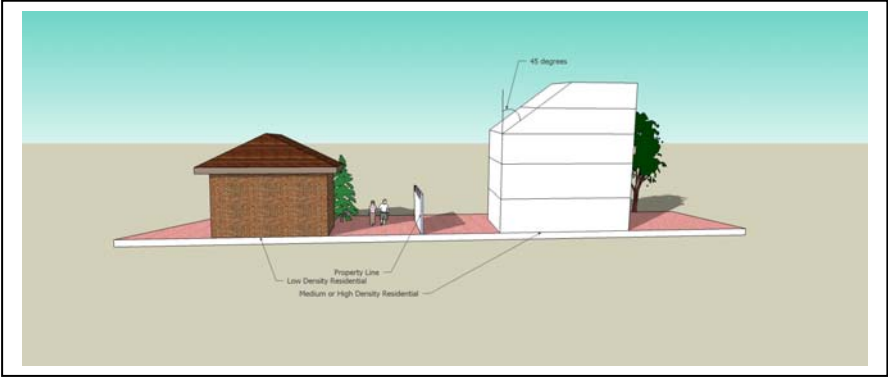
| POLICY/<br>SECTION  | ISSUE  | RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)   |
|---|--|--|
| <p><b>*Amendment Key:</b> Deletions are shown as <del>strikeouts</del>; additions are <i>italicized and underlined</i>.</p> |  |  |
| <b>1. Introduction</b>  |  |  |
| 1.1.4.a.  | Figures and associated captions and appendices are for information and illustration purposes only and are not policy and should not require adoption and amendment by by-law.  | That the last sentence of Policy 1.1.4.a. be amended as follows:<br>Figures and associated captions and appendices <u>may be modified without an amendment to this Plan.</u> <del>will be adopted and amended by by-law.</del>   |
| 1.1.4.b.  | Land use designations generally coincide with property lines, although there are some instances where uses do not follow the property line, e.g. Greenbelt, and, therefore, the boundary needs to be interpreted. Clarify that when the City acquires land for a road, the road does not need to be redesignated, since the land use of the adjacent properties extends to the centre line of the road right-of-way. | That Policy 1.1.4.b. be amended as follows:<br>The location of boundaries and symbols, <del>including land use designations,</del> are approximate and they are not intended to define the exact locations except where they coincide with major roads, railways, transmission lines, major <b>watercourses</b> , or other bodies of water, and other clearly recognizable physical features. Future roads and public transit systems are shown in approximate locations only. Numbers are approximations, except designated rights-of-way widths. <u>Where a land use designation coincides with a property line, the property line will generally be interpreted as the boundary of the land use designation. Where a property is adjacent to a road, the land use designation is interpreted to extend to the centre line of the road right-of-way.</u> |
| 1.1.4.f.<br>1.1.4.g.  | Inconsistent with Section 1.1.4 c that refers to a local area review. A local area review may result in new character area policies or a local area plan.  | That the last sentence of Policy 1.1.4.f. be amended as follows:<br>It is intended that special sites will be reviewed during the preparation of local area <del>plans</del> <u>reviews</u> or other planning studies.<br><br>That the fifth sentence of Policy 1.1.4.g. be amended as follows:<br>“Exempt sites” will be reviewed during the preparation of local area <del>plans</del> <u>reviews</u> or other planning studies.   |
| 1.1.4 g   | The third sentence regarding existing uses is needed in the Plan, but outside of the reference to “exempt sites”.<br><br>There should be a general   | That the third sentence of Policy 1.1.4 g be removed and renumbered separately as a new policy following Policy 1.1.4.g., and be amended as follows:<br><br>Mississauga Official Plan will not be interpreted to prevent the use of any land or building on <del>these sites</del> <u>a site</u> for a purpose that is contrary to the Plan, if such uses or buildings lawfully  |

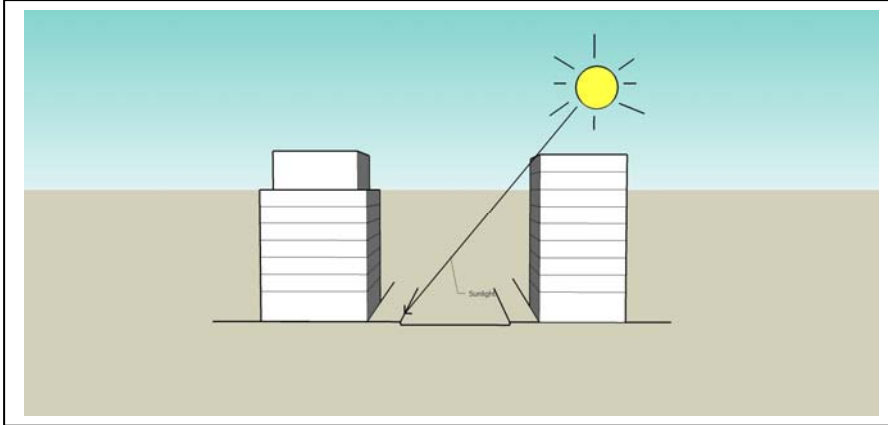
| POLICY/<br>SECTION  | ISSUE  | RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)   |
|---|--|--|
| <p><b>*Amendment Key:</b> Deletions are shown as <del>strikeouts</del>; additions are <i>italicized and underlined</i>.</p> |  |  |
|   | statement that allows existing (legal) uses to be recognized. Reference only to "exempt sites" narrows the scope of the statement.   | existed on the date of the approval of the Plan.   |
| 1.1.4<br>New Policy   | Community infrastructure includes community facilities, but the community facilities definition is located in the Glossary. For reader ease, the community facility definition should be included in Section 1.1.4. Amendment of the policy is then required to clarify that private facilities are not limited to gyms. | <p>That the existing community facilities definition be deleted from the Glossary and moved to Section 1.1.4 and placed as a separate policy before the Policy 1.1.4.o. "community infrastructure" definition:</p> <p><i><u>"Community facility" means a facility operated by or on behalf of a public authority for the provision of community activities such as, but not limited to recreation, libraries, arts, crafts, museums, social and charitable activities. This includes pools, outdoor rinks and arenas. Private facilities such as gyms, banquet halls/conference centres or convention centres are not considered community facilities.</u></i></p>   |
| <b>3. Promote Collaboration</b>   |  |  |
| 3.2   | Inconsistent with Section 1.1.4.c. that refers to a local area review. A local area review may result in new character area policies or a local area plan.   | <p>That the first sentence of the 3.2 introduction paragraph be amended as follows:</p> <p>Mississauga is committed to an on-going process to <del>develop</del> <i><u>undertake</u></i> local area <del>plans</del> <i><u>reviews</u></i>.</p> <p>That Policy 3.2.1 be amended as follows:</p> <p>The public and other stakeholders will be engaged throughout the <del>preparation of</del> local area <del>plans</del> <i><u>review process</u></i>. This may include but not be limited to, the development of a vision for the study area, the preparation of a directions report to form the basis of the local area <del>plan</del> <i><u>review</u></i>, <i><u>and</u></i> the formulation of policies and revisions based on comments received from stakeholders.</p> |
| <b>5. Direct Growth</b>   |  |  |
| 5.5.17<br>New Policy  | Redevelopment and intensification potential for Intensification Areas and Corridors is limited when existing buildings are converted into condominium units.   | <p>That a new policy be added as follows:</p> <p><i><u>5.5.17 For existing buildings within Intensification Areas and along <b>Corridors</b> that do not meet the policies of this Plan, applications for condominium ownership will be discouraged.</u></i></p> <p>That Policy 10.3.7 be deleted:</p> <p><del>10.3.7 The conversion of multi unit industrial developments to industrial condominiums will be</del></p>  |

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|   |  | discouraged for lands within Intensifications Areas and along <del>Corridors</del> .  |
| <b>6. Value the Environment</b>   |  |   |
| 6.9.2.3   | Character Area distinction required for Community Nodes and Neighbourhoods.  | That Policy 6.9.2.3 be amended by deleting the reference to "Malton Character Area" and replacing it with "Malton Community Node and Malton Neighbourhood Character Areas".   |
| 6.9.2.5   | Character Area distinction required for Community Nodes, Neighbourhoods and individual Corporate Centres.  | <p>That Policy 6.9.2.5 be amended by deleting the reference to "Malton, Meadowvale Village and East Credit Character Areas" and replacing it with "Malton Community Node and Malton, Meadowvale Village and East Credit Neighbourhood Character Areas".</p> <p>That Policy 6.9.2.5 be amended by deleting the reference to "Gateway and Airport Corporate Character Areas" and replacing it with "Gateway Corporate and Airport Corporate Character Areas".</p> |
| <b>7. Complete Communities</b>  |  |   |
| 7.4.1.9   | Inconsistent with Section 1.1.4.c. that refers to a local area review. A local area review may result in new character area policies or a local area plan. | <p>That Policy 7.4.1.9 be amended as follows:</p> <p>Local area <del>plans</del> <u>reviews</u> may suggest ways to protect cultural heritage resources of major significance by prohibiting uses or development that would have a deleterious effect on the cultural heritage resource, and encouraging uses and development that preserve, maintain and enhance the cultural heritage resource.</p>   |
| 7.4.1.10<br>7.4.1.12<br>7.4.2.2, 7.4.3.3  | Update terminology to align with the Provincial Policy Statement.  | That Policies 7.4.1.10, 7.4.1.12, 7.4.2.2 and 7.4.3.3, be amended by replacing the term <b><i>Heritage Impact Statement</i></b> with <b><i>Heritage Impact Assessment</i></b> .   |
| 7.5.3<br>New Policy   | Difficulty encountered for cultural uses and activities to conduct events within the public realm.   | <p>That Policy 7.5.3 be amended to allow for cultural uses within the public realm by adding the following:</p> <p>7.5.3 Mississauga will support cultural development by considering the needs of the cultural community when:</p> <p>a. acquiring or selling municipal land; <del>and</del></p>   |

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|   |  | <p>b. building and rehabilitating municipal facilities; <i>and</i><br/> <i>c. allowing for arts and cultural uses and activities within the public realm (e.g. public art, festivals).</i></p>   |
| <b>8. Create a Multi-Modal City</b>   |  |  |
| 8.2.2.1.b   | Inconsistent with Section 1.1.4.c. that refers to a local area review. A local area review may result in new character area policies or a local area plan.   | That the last sentence of Policy 8.2.2.1.b. be amended as follows:<br>Local area <del>plans</del> <i>reviews</i> may provide further guidance on vehicular access.   |
| 8.2.2.5   | Inconsistent with Section 1.1.4.c. that refers to a local area review. A local area review may result in new character area policies or a local area plan.   | That the first sentence of Policy 8.2.2.5 be amended as follows:<br>Additional roads may be identified during the review of development applications and <del>the preparation of</del> <i>through</i> local area <del>plans</del> <i>reviews</i> . |
| 8.2.3   | The Transit Network section is missing the reference to the related Schedule 6 – Long Term Transit Network.  | That the following sentence be added at the end of the Section 8.2.3 Transit Network preamble:<br><i><u>Schedule 6: Long Term Transit Network, provides a conceptual overview of the long term transit network for Mississauga.</u></i>            |
| Tables 8-1, 8-2   | <p>Regional Official Plan Amendment No. 26 (ROPA 26) was adopted June 28, 2012. MOP, Tables 8-1 and 8-2, need to be brought into conformity with ROPA 26, Schedule F – Regional Road Mid-Block Right of Way Requirements. This involves amendments for Cawthra Road, Derry Road W. and Winston Churchill Blvd.</p> <p>Also update the Road Classification Tables:<br/> a) Table 8-1: Arterials, to</p> | That Table 8-1: Road Classification – Arterials and Table 8-2: Road Classification - Major Collectors, be amended as shown in <b>Appendix 6</b> .  |



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|   | <p>reflect:</p> <ul style="list-style-type: none"> <li>that Mississauga Road changes into Queen Street in the Streetsville Community Node area;</li> <li>the Region's verified distance measurement is approximately 280 m west of Queen Street to the Credit River; and</li> <li>that the Cawthra Road R-O-W from Silver Creek Blvd. to QEW is 45 m, consistent with MOP Schedule 8: Designated Right-of-Way Widths, and with Schedule F of ROPA 26; and</li> </ul> <p>b) Table 8-2: Major Collectors, to reflect a newly built portion of Vicksburgh Drive.</p> |   |
| <p><b>9. Build a Desirable Urban Form</b></p>   |   |   |
| <p>9.5</p>  | <p>The dimensions on Figure 9-30 should be removed because they are being interpreted literally, whereas, they were included only as an example.</p>  | <p>That Figure 9-30 be replaced with the following figure:</p>  |

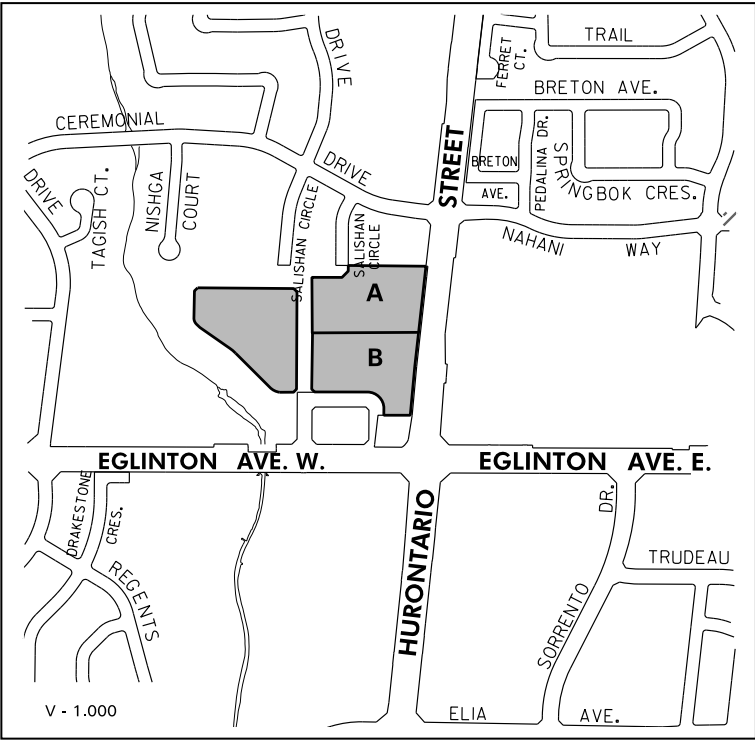
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| <p><b>*Amendment Key:</b> Deletions are shown as <del>strikeouts</del>; additions are <i>italicized and underlined</i>.</p> |  |  |
| 9.5   | The sunlight contact point on Figure 9-31 should be revised to clarify that the point is on the sidewalk.  | <p>That Figure 9-31 be replaced with the following figure:</p>   |
| 9.5.4.6   | Visible outdoor storage is not a desirable public realm element. This policy should be strengthened to a mandatory requirement.                            | <p>That Policy 9.5.4.6 be amended as follows:</p> <p>Outdoor storage <del>should</del> <i>will</i> not be located adjacent to, or be visible from city boundaries, the public realm or residential lands by incorporating the use of appropriate setbacks, screening, landscaping and buffering.</p> |
| <b>10. Foster a Strong Economy</b>  |  |  |
| 10.2.4  | Inconsistent with Section 1.1.4.c. that refers to a local area review. A local area review may result in new character area policies or a local area plan. | <p>That Policy 10.2.4 be amended as follows:</p> <p>Within Intensification Areas, ground floor retail uses are encouraged within office buildings. Local <del>Area Plans</del> <i>area reviews</i> may determine where ground floor retail uses will be required.</p>                                |
| 10.3 first paragraph  | Clarify that sales and service uses are not intended to be retail sales and service, and only sales and service accessory to industrial uses.              | <p>That Section 10.3, paragraph 1, be amended as follows:</p> <p>Industrial uses include manufacturing, assembling, processing, fabricating, research and development, <del>sales and service</del>, warehousing, distributing, and wholesaling, and sales and service accessory to these uses.</p>  |

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| 10.6.6  | <p>It is unclear what “existing conditions” means in the first sentence of the policy and when these conditions should be preserved.</p> <p>The last two sentences of the policy are related to Stormwater and Drainage controls and should therefore be moved to that section.</p>  | <p>That Policy 10.6.6 be amended as follows:</p> <p>10.6.6 Where possible, <del>the existing conditions should be augmented by the re-establishment of native vegetation and the preservations of existing landforms, vegetation and drainage patterns.</del> <i>existing landforms, native vegetation and drainage patterns should be preserved and enhanced during construction and maintenance of facilities.</i> <del>Where possible, at source controls should be provided to reduce the need for new infrastructure. All efforts to this effect should be guided by the appropriate environmental agencies, according to all Provincial Government, Regional Government and municipal regulations.</del></p> <p>That the last two sentences of Policy 10.6.6 be revised and reinstated as a separate policy under Section 6.5.2 Stormwater and Drainage, following existing Policy 6.5.2.6, as follows:</p> <p><i>At-source controls should be provided to reduce the need for new stormwater infrastructure. All efforts to this effect should be guided by the appropriate environmental agencies, according to all Provincial Government, Regional Government and municipal policies, guidelines and regulations.</i></p> |
| <p><b>11. General Land Use Designations</b></p>   |  |  |
| 11.2  | <p>Concern that the phrases “will also permit”, “will permit”, “will only be permitted”, and “will be permitted” may be interpreted to mean that all of the listed uses will be permitted regardless of the circumstances.</p> <p>The use of the phrases “may also permit”, “may permit”, “may only be permitted”, and “may be permitted”, better reflects the intent of the Plan which is to identify potential uses subject to the use meeting the other policies of the Plan.</p> | <p>That Policies 11.2.2.1, 11.2.4.2, 11.2.5.2, 11.2.6.1, 11.2.7.1, 11.2.8.1, 11.2.9.1, 11.2.10.1, 11.2.11.1, and 11.2.12.1 be amended to replace “will also permit” with “may also permit”.</p> <p>That Policies 11.2.5.3, 11.2.5.4, 11.2.5.5 and 11.2.5.6 be amended to replace “will permit” with “may permit”.</p> <p>That Policy 11.2.5.7 be amended to replace “will only be permitted” with “may only be permitted”.</p> <p>That Policy 11.2.3.2 be amended to include the word “may”, as follows:</p> <p>11.2.3.2 Lands designated Greenbelt <i>may</i> permit the following uses:</p> <p>That Policies 11.2.1.1, 11.2.5.8, 11.2.5.12, 11.2.8.5, 11.2.9.2, and 11.2.10.2 be amended to replace “will be permitted” with “may be permitted”.</p>   |

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| 11.2.1.1  | <p>Not all uses permitted by the “Uses Permitted in all Designations” policy are permitted by the Parkway Belt West Plan (e.g., some structures associated with community infrastructure).</p> <p>These uses – conservation, flood control and/or erosion management, transit facilities, and transportation infrastructure - are appropriate in all land use designations and should, therefore, be included in the list of permitted uses.</p> <p>The term “electricity transmission and distribution facilities”, should be replaced with “electric power distribution and transmission facility”, which is a defined glossary term.</p> | <p>That Policy 11.2.1.1 be amended as follows:</p> <p>11.2.1.1 The following uses <del>will</del> <i>may</i> be permitted in all land use designations, except Greenbelt <i>and Parkway Belt West</i> unless specifically allowed:</p> <ul style="list-style-type: none"> <li>a. community infrastructure;</li> <li>b. community gardening;</li> <li>c. <i>conservation</i>;</li> <li>d. <del>electricity transmission and distribution facilities</del> <i>electric power distribution and transmission facility</i>;</li> <li>e. <i>flood control and/or erosion management</i>;</li> <li>f. natural gas and oil pipeline;</li> <li>g. parkland;</li> <li>h. piped services and related facilities for water, wastewater and stormwater; and</li> <li>i. telecommunication facility;</li> <li>j. <i>transit facilities; and</i></li> <li>k. <i>transportation infrastructure</i>.</li> </ul> |
| 11.2.3.2.b.   | <p>The term “electricity transmission and distribution facilities”, should be replaced with “electric power distribution and transmission facility”, which is a defined glossary term.</p>  | <p>That Policy 11.2.3.2.b. be deleted and replaced with the following:</p> <p><del>electricity transmission and distribution facilities</del> <i>electric power distribution and transmission facility</i>;</p>  |
| 11.2.1.3<br>New Policy  | <p>Accessory uses directly associated with a community infrastructure use, may be appropriate. Policy parameters are needed for uses accessory to a community infrastructure use.</p>   | <p>That a new policy be added as follows:</p> <p><i>11.2.1.3 Uses accessory to a community infrastructure use, may be permitted. Accessory uses should generally be limited to a maximum of 20% of the total Gross Floor Area and should be on the same lot and clearly subordinate to the functioning of the permitted use.</i></p>   |
| 11.2.3.2.c.   | <p>The list of facilities that must locate near water or traverse a watercourse was intended as examples and not a finite list.</p>   | <p>That in Policy 11.2.3.2.c., the reference to “i.e.” be changed to “e.g.”</p>  |

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| 11.2.3.2.d.   | Clarify wording and use the term “erosion management” to reflect the terminology used in the zoning by-law.   | That Policy 11.2.3.2.d. be amended as follows:<br>d. flood <u>control</u> and/or erosion <u>management</u> work;   |
| 11.2.5.8  | <p>Policy 11.2.5.2.c. permits a home occupation in residential designations; however, Policy 11.2.5.8 further restricts the use only to detached dwellings. With many types of housing forms in a growing city, the restriction of home occupations to detached dwellings is not reflective of the current residential dwelling composition.</p> <p>Concerns regarding home occupation issues such as employees and customers on premises, signage and parking, can be controlled in the zoning by-law.</p> | <p>That Policy 11.2.5.8 be deleted:</p> <p><del>11.2.5.8 Home occupations will be permitted only in detached dwellings.</del></p>  |
| 11.2.6  | In Mississauga Plan, motor vehicle sales were permitted under both the “Mainstreet Retail Commercial” and “General Retail Commercial” designations, now part of the “Mixed Use” designation in MOP. Motor vehicle sales should have been brought forward into MOP as a permitted use under the “Mixed Use” designation.   | <p>That the following be added to the Policy 11.2.6.1 “Mixed Use” designation list:</p> <ul style="list-style-type: none"> <li>• <u>motor vehicle sales</u></li> </ul>                                     |
| 11.2.11   | In Mississauga Plan, Motor Vehicle Commercial uses (MVCUs) were permitted under the “Business Employment” designation in Employment Districts, but not in Nodes.  | <p>That the following be added to the Policy 11.2.11.1 “Business Employment” designation, permitted use list:</p> <ul style="list-style-type: none"> <li>• <u>Motor Vehicle Commercial uses</u></li> </ul> |

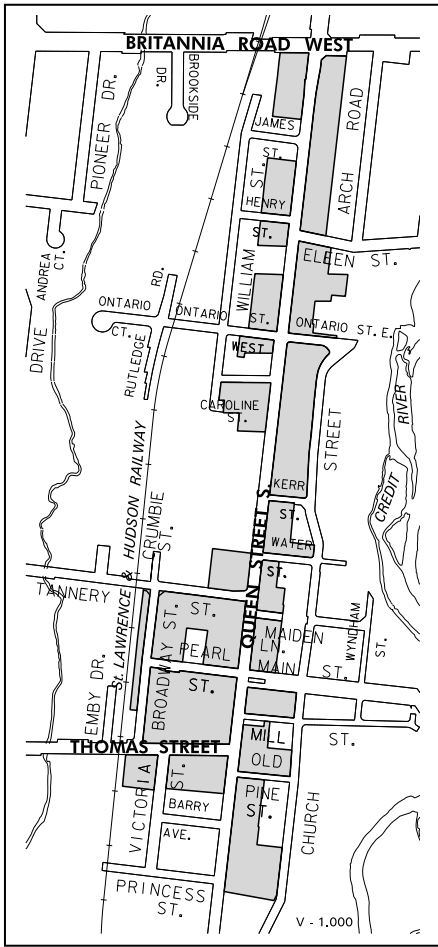
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|   | MVCUs should have been brought forward into MOP as a permitted use under the "Business Employment" designation.   |  |
| 11.2.13.1   | Amendment 199 to the Parkway Belt West Plan added new definitions which would allow power generation and waste management systems on lands designated "Parkway Belt West". Mississauga Official Plan has other policies that direct these types of uses to appropriate locations and away from sensitive land uses.   | <p>That Policy 11.2.13.1 be amended as follows:</p> <p>11.2.13.1 Lands designated Parkway Belt West will be governed by the provisions of the Parkway Belt West Plan. <del>In case of discrepancy between the Parkway Belt West Plan and Mississauga Official Plan, the provisions of the Parkway Belt West Plan will prevail.</del></p> <p><i><u>11.2.13.2 Notwithstanding the provisions of the Parkway Belt West Plan, the following uses will not be permitted:</u></i></p> <p><i><u>a. major power generation facility; and</u></i></p> <p><i><u>b. waste processing stations or waste transfer stations and composting facilities.</u></i></p> |
| <b>12. Downtown</b>   |   |  |
| 12 Downtown   | <p>Concern that the phrases "will be permitted" and "will also be permitted" may be interpreted to mean that all of the listed uses will be permitted regardless of the circumstances.</p> <p>The use of the phrases "may be permitted" and "may also be permitted" better reflects the intent of the Plan which is to identify potential uses subject to the use meeting the other policies of the Plan.</p> | <p>That the following policies be amended to replace "will be permitted" with "may be permitted": 12.1.3.1, 12.1.4.1, 12.3.2.1.2.d., 12.3.2.2.2.b., 12.4.3.1.2.a., 12.4.3.1.2.c., 12.4.3.1.2.d., 12.4.3.2.2.a. and b., 12.4.3.3.2.a., 12.4.3.4.2.a., 12.4.3.5.2, 12.4.3.6.2.a., 12.4.3.7.2, 12.4.3.8.2, 12.4.4.1.2, 12.5.4.2.2, 12.5.4.3.2.f., and 12.5.4.4.2.k.</p> <p>That Policy 12.5.4.3.2.a. be amended to replace "will also be permitted" with "may also be permitted".</p>   |
| <b>13. Major Nodes</b>  |   |  |
| 13 Major Nodes  | Concern that the phrase "will be permitted" may be interpreted to mean that all of the listed uses will be permitted regardless of the circumstances.   | That the following policies be amended to replace "will be permitted" with "may be permitted": 13.1.2.2, 13.1.3.1, 13.1.4.1, 13.3.4.3.2, 13.3.4.3.3, 13.3.4.3.4, 13.3.4.3.5, 13.3.4.4.2, 13.3.4.5.3, and 13.6.4.6.2.a., c. and d.  |

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|   | <p>The use of the phrase “may be permitted” better reflects the intent of the Plan which is to identify potential uses subject to the use meeting the other policies of the Plan.</p>   |   |
| <p>13.1<br/>13.3<br/>13.3.4.6</p>   | <p>OPA 3 (Pinnacle development application), created a Special Site that straddles two Character Areas – Uptown Major Node and Hurontario Neighbourhood. However, given that the Special Site lands are part of one comprehensive townhouse/ apartment development proposal predominately within the Uptown Major Node Character Area, they should be captured within the same Character Area. This requires a boundary extension of the Uptown Major Node Character Area, affecting Maps 13-1 and 13-3 and the Special Site 6 map.</p> | <p>That the following Uptown Major Node maps be amended, as shown in <b>Appendix 4</b>:</p> <ul style="list-style-type: none"> <li>• Map 13-1: City Structure – Major Nodes</li> <li>• Map 13-3: Uptown Major Node Character Area</li> </ul> <p>That the Major Nodes - Uptown, 13.3.4.6 Special Site 6 map, be replaced with the following map:</p>  |

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| 13.1  | Clarification required that each City Structure element, e.g. Major Nodes, is comprised of several Character Areas.   | That the first sentence of the 13.1 Introduction, be amended as follows:<br>There are two Major Nodes <u>Character Areas</u> in Mississauga:   |
| <b>14. Community Nodes</b>  |   |  |
| 14  | <p>Concern that the phrases “will be permitted” and “will also be permitted” may be interpreted to mean that all of the listed uses will be permitted regardless of the circumstances.</p> <p>The use of the phrases “may be permitted” and “may also be permitted” better reflects the intent of the Plan which is to identify potential uses subject to the use meeting the other policies of the Plan.</p> | <p>That Policies 14.1.2.2, 14.1.3.1, 14.2.3.1.4, 14.2.4.1.2, 14.8.2.3.2, 14.9.2.1.2, 14.11.6.4.2, and 14.11.6.6.2 be amended to replace “will be permitted” with “may be permitted”.</p> <p>That Policies 14.2.3.1.3, 14.11.7.1.2 and 14.11.7.2.2 be amended to replace “will also be permitted” with “may also be permitted”.</p>   |
| 14.1  | Clarification required that each City Structure element, e.g. Community Nodes, is comprised of several Character Areas.   | That the first sentence of the 14.1 Introduction, be amended as follows:<br>There are ten Community Nodes <u>Character Areas</u> in Mississauga:   |
| 14.1.2.3  | <p>Before permitting additional development on a site with existing apartment buildings, it is in the City’s interest that the site and the existing buildings be in compliance with applicable requirements, standards and codes.</p> <p>The policy in its present form requires existing buildings to meet <i>current</i> building code and fire code; however, existing</p>                                | <p>That Policy 14.1.2.3 be deleted, as follows:</p> <p><del>14.1.2.3 Proposals for additional development on lands with existing apartment buildings will, as a condition of development, demonstrate that the site in its entirety meets current site plan and landscaping requirements, and existing buildings meet current building code, fire code and property standards.</del></p> <p>And replaced with the following:</p> <p><u>14.1.2.3 Proposals for additional development on lands with existing apartment buildings will, as a condition of development, demonstrate the following:</u></p> <ul style="list-style-type: none"> <li>• <u>that the site in its entirety meets site plan and landscaping requirements;</u></li> </ul> |



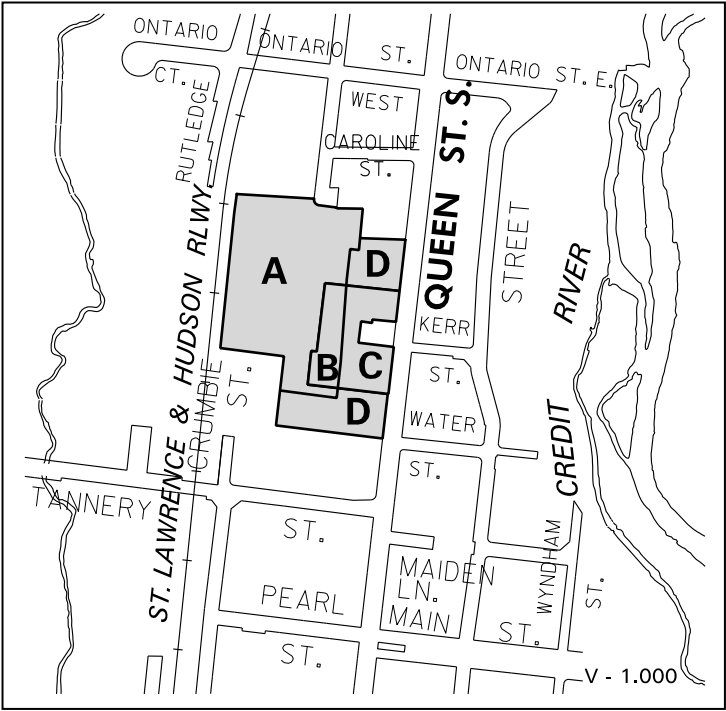
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|   | buildings are only required to comply with the applicable codes in effect when the building was constructed.  | <ul style="list-style-type: none"> <li>• <u>compliance with the property standards by-law; and</u></li> <li>• <u>compliance with the applicable building code and fire code (i.e. the code in effect when the building was constructed).</u></li> </ul>  |
| 14.1.5<br>New Policy  | <p>The “Business Employment” designation is not permitted in Community Nodes, except for lands with this designation on the day the Plan came into effect.</p> <p>The uses prohibited under policy 15.1.8.2 in Corporate Centres, including Motor Vehicle Commercial uses, should be extended to Community Nodes where such uses are also not appropriate.</p>  | <p>That Section 14.1.5, Business Employment, be amended by adding the following new policy:</p> <p><u>14.1.5.2 Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</u></p> <p><u>a. adult entertainment establishment;</u></p> <p><u>b. animal boarding establishment;</u></p> <p><u>c. body rub establishment;</u></p> <p><u>d. cardlock fuel dispensing;</u></p> <p><u>e. composting facilities;</u></p> <p><u>f. motor vehicle body repair facility;</u></p> <p><u>g. Motor Vehicle Commercial uses;</u></p> <p><u>h. outdoor storage and display areas related to a permitted manufacturing use;</u></p> <p><u>i. transportation facilities;</u></p> <p><u>j. trucking terminals;</u></p> <p><u>k. self storage facilities; and</u></p> <p><u><b>l. waste processing stations or waste transfer stations.</b></u></p> |
| 14.11   | <p>The “Public Open Space” designation currently shown on the south side of Tannery Street and east of Mullet Creek is no longer required for future parks and recreational needs.</p> <p>Streetsville Community Node Special Site 2, policy 14.11.6.2.2.c., notes that redevelopment will include provisions for a community park and a multi-use recreational trail. However, the Community Services Dept., Parks and</p> | <p>That Map 14-11 – Streetsville Community Node Character Area, be amended by deleting the circle shape located on the south side of Tannery Street, east of Mullet Creek, and replacing the area with the existing, surrounding 1.0-1.8 FSI Range marking, as shown on the map in Appendix 5.</p> <p>That Policy 14.11.6.2.2.c. be deleted:</p> <p>c. <del>redevelopment will include provisions for a community park and a multi-use recreational trail. The trail will be located adjacent to the east side of the Mullet Creek valley, from Tannery Street to the existing trail crossing Mullet Creek, south of Thomas Street. The location and size of the community park will be determined through the preparation of a parkland concept plan.</del></p>   |

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|   | <p>Forestry Division, has confirmed that the community park need has been satisfied with P-512 and that a trail is no longer planned in this location.</p>  |   |
| <p>14.11.6.5 Site 5<br/>14.11.6.6 Site 6</p>  | <p>There is a mapping overlap of the Streetsville Community Node Special Sites 5 and 6. Lands can only be part of one special site.</p> <p>Mapping is to be revised to eliminate the overlap for both Special Site maps. Policy amendments for Special Site 6 are also required to address the mapping adjustments.</p> <p>Lands are to be removed from Special Site 5 and shown on Special Site 6 to eliminate the overlap. The restriction on drive-through facilities policy in Special Site 5 will now also apply to the lands shown in Special Site 6.</p> | <p>That the Section 14.11.6.5, Site 5 map be replaced with the following map:</p>  |

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That the Section 14.11.6.6, Site 6 map be replaced with the following map:

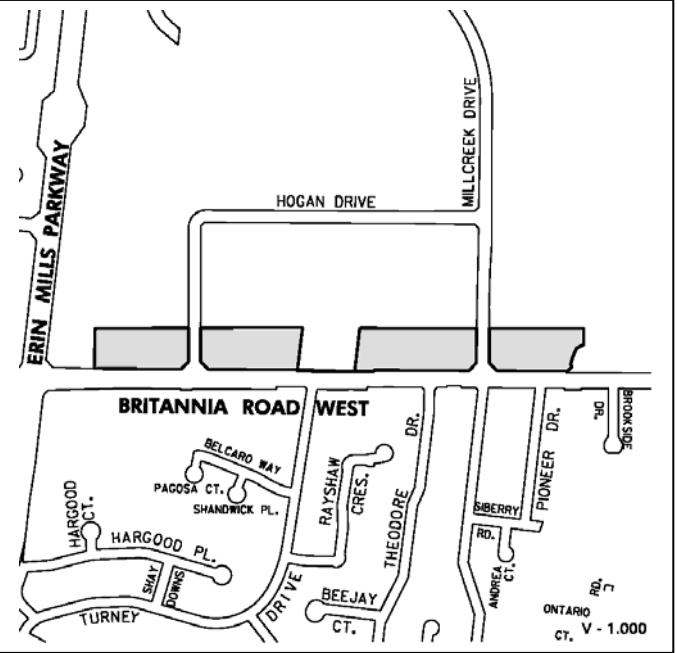


That Section 14.11.6.6, Site 6 policies be amended as follows:

14.11.6.6.2 Notwithstanding the provisions of the Mixed Use designation, lands identified as ~~Area A~~ *area B and area C may* ~~will~~ be permitted to develop for a residential apartment building ranging in height from three storeys to seven storeys with ground floor commercial uses.

14.11.6.6.3 Notwithstanding the provisions of the Mixed Use designation, drive-through

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|   |  | <p><i>facilities will not be permitted for lands identified as area C and area D.</i></p> <p>14.11.6.6.3 Prior to development of lands identified as <del>Area B</del> <i>area A and area D</i>, a concept plan will be required to address among other matters:</p> <ul style="list-style-type: none"> <li>a. a connecting public road network linking Queen Street South with Crumbie Street and William Street; and</li> <li>b. the location of additional public open space for recreational and library purposes.</li> </ul> |
| <b>15. Corporate Centres</b>  |  |   |
| 15 Corporate Centres  | <p>Concern that the phrases “will be permitted” and “will also be permitted” to identify permitted uses by land use designation or conditions where a use may be permitted, may be interpreted to mean that all of the listed uses will be permitted regardless of the circumstances.</p> <p>The use of the phrases “may be permitted” and “may also be permitted” better reflects the intent of the Plan which is to identify potential uses subject to the use meeting the other policies of the Plan.</p> | <p>That Policies 15.1.3.1, 15.1.4.1, 15.1.8.1, 15.3.3.1.2.b., 15.3.3.2.2.b., 15.4.2.1, 15.4.3.1.2, 15.4.3.11.2 and 15.5.3.1.2 be amended to replace “will be permitted” with “may be permitted”.</p> <p>That Policies 15.3.3.1.2.b., 15.3.4.1.2, 15.4.3.2.2, 15.4.3.3.2, 15.4.3.4.2, 15.4.3.5.2, 15.4.3.6.2, 15.4.3.7.2.a. and b., 15.4.3.8.2, 15.4.3.9.2, and 15.4.3.10.2 be amended to replace “will also be permitted” with “may also be permitted”.</p>   |
| 15.1  | Clarification required that each City Structure element, e.g. Corporate Centres, is comprised of several Character Areas.  | <p>That the first sentence of the 15.1 Introduction, be amended as follows:</p> <p>There are four Corporate Centres <i>Character Areas</i> in Mississauga:</p>  |
| 15.1.6  | Corporate Centres Character Areas do not have any lands designated Convenience Commercial. It is, therefore, not necessary to include Convenience Commercial permissions.  | <p>That Section 15.1.6 including Policies 15.1.6.1 and 15.1.6.2, be deleted:</p> <p><del>15.1.6.1 Notwithstanding the Convenience Commercial policies of this Plan, the following uses will not be permitted:</del></p> <ul style="list-style-type: none"> <li><del>a. Residential.</del></li> </ul> <p><del>15.1.6.2 The Convenience Commercial designation will not be permitted, except for lands designated Convenience Commercial at the time this Plan comes into effect.</del></p>   |

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| 15.1.8  | In Mississauga Plan, Motor Vehicle Commercial Uses were permitted in Employment Districts, but not in Nodes. Motor Vehicle Commercial uses should have been brought forward into MOP as a prohibited use in Corporate Centres since these uses are not appropriate in employment nodes.  | <p>That the following use be added:</p> <p>15.1.8.2 Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</p> <ul style="list-style-type: none"> <li>• <u><i>Motor Vehicle Commercial uses:</i></u></li> </ul>   |
| 15.4  | Figure 15-4.1 should be labelled as a Map, consistent with labelling throughout MOP.   | <p>That the “Figure” label be amended as follows:</p> <p>Figure <u>Map</u> 15-4.1: Meadowvale Business Park Restricted Areas</p>  |
| 15.4.3  | <p>There is a mapping overlap of Meadowvale Business Park Corporate Centre Exempt Sites 7 and 11. Lands can only be part of one exempt site.</p> <p>Mapping is to be adjusted to correct overlap for both Exempt Site maps. The land area shown on Exempt Site 7 is to be removed from the lands shown on Exempt Site 11 to correct the overlap. A policy is to be added to Exempt Site 7 to reflect the policy from Exempt Site 11 that still applies to these lands.</p> | <p>That a policy be added to Exempt Site 7, as follows:</p> <p><u><i>15.4.3.7.3 Notwithstanding the policies of this Plan, one storey buildings will be permitted.</i></u></p> <p>That the 15.4.3.11 Exempt Site 11 map be replaced with the following map:</p>  |

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| <b>16. Neighbourhoods</b>   |   |  |
| 16 Neighbourhoods   | <p>Concern that the phrases “will be permitted”, “will also permit” and “will also be permitted” to identify permitted uses by land use designation or conditions where a use may be permitted, may be interpreted to mean that all of the listed uses will be permitted regardless of the circumstances.</p> <p>The use of the phrases “may be permitted”, “may also permit” and “may also be permitted” better reflects the intent of the Plan which is to identify potential uses subject to the use meeting the other policies of the Plan.</p> | <p>That the following policies be amended to replace “will be permitted” with “may be permitted”: 16.2.3.1.2, 16.2.3.4.2, 16.2.3.5.2, 16.2.3.6.2.a., 16.2.3.7.2, 16.2.3.9.2, 16.2.3.9.3, 16.2.3.10.2, 16.3.1.1.2, 16.4.2.2.1.a., 16.4.4.1.c., 16.4.7.2.1.a., 16.4.7.3.2.a., 16.5.5.4.2, 16.5.5.5.2, 16.5.5.8.2, 16.5.5.9.2, 16.5.5.11.2, 16.5.5.12.2, 16.6.1.4, 16.6.3.2.a., 16.6.5.3.2.a., 16.6.5.6.2, 16.7.3.3.2, 16.7.3.4.2.a., 16.7.3.5.2, 16.8.3.1.2.a. and b., 16.8.3.3.2.a. and b., 16.8.3.7.2, 16.8.3.8.2, 16.8.3.9.2, 16.8.4.2.2, 16.10.2.1.2, 16.10.2.4.2, 16.11.2.1.3.c., d., f. and g., 16.11.2.2.2, 16.14.5.1.2.a. and d., 16.15.4.3.2.a., 16.16.3.1.2, 16.17.2.3.a., 16.17.2.4, 16.17.4.2.2, 16.17.4.10.2, 16.18.2.3, 16.18.5.1.2, 16.18.5.2.2.f., 16.22.2.3.2, 16.23.2.4, and 16.23.5.6.2.</p> <p>That Policies 16.2.2.3, 16.4.3.2, 16.6.1.2, 16.12.2.1, 16.14.2.4, 16.15.2.2, 16.16.1.3, 16.19.2.2, 16.23.2.3 be amended to replace “will also permit” with “may also permit”.</p> <p>That the following policies be amended to replace “will also be permitted” with “may also be permitted”: 16.2.3.3.2, 16.2.4.2.2, 16.5.5.2.2, 16.5.5.2.3, 16.5.5.10.2, 16.5.6.1.2, 16.5.6.2.2, 16.5.6.3.2, 16.8.3.4.2, 16.8.3.5.2, 16.8.3.6.2, 16.8.3.10.2, 16.8.4.1.2, 16.8.4.2.2, 16.8.4.3.2, 16.8.4.5.2, 16.8.4.6.2, 16.8.4.7.2, 16.9.2.3.2.a., 16.9.2.4.2, 16.9.3.1.2, 16.10.3.1.2, 16.11.2.3.2, 16.12.4.1.2, 16.17.4.7.2, 16.17.5.1.2, 16.18.5.3.2, and 16.18.6.1.2.</p> <p>That the following policy be amended to replace “will be permitted” with “is permitted”:<br/>16.23.5.2.2 Notwithstanding the provisions of the Mixed Use designation, only a day care facility <del>will be</del> <u>is</u> permitted.</p> |
| 16.1  | Clarification required that each City Structure element, e.g. Neighbourhoods, is comprised of several Character Areas.  | <p>That the first sentence of the 16.1 Introduction, be amended as follows:<br/>There are 22 Neighbourhoods <del>Character Areas</del> in Mississauga:</p>   |

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| 16.1.2.1  | The policy should be amended to reference condominium development.  | <p>That Policy 16.1.2.1 be amended as follows:</p> <p>16.1.2.1 To preserve the character of lands designated Residential Low Density I and Residential Low Density II, the minimum frontage and area of new lots <del>proposed along the periphery of a draft plan of subdivision or which are subject to a consent application</del> <i>created by land division or units or pots created by condominium</i> will generally represent the greater of:</p> <ol style="list-style-type: none"> <li>The average <del>lot</del> frontage and <del>lot</del> area of residential lots, <i>units or pots</i> on both sides of the same street within 120 m of the subject property. In the case of a corner <del>development lot</del>, lots, <i>units or pots</i> on both streets within 120 m will be considered;</li> <li>or</li> <li>the requirements of the Zoning By-law.</li> </ol> |
| 16.1.2.5.b.   | <p>Before permitting additional development on a site with existing apartment buildings, it is in the City's interest that the site and the existing buildings be in compliance with applicable requirements, standards and codes.</p> <p>The policy in its present form requires existing buildings to meet <i>current</i> building code and fire code; however, existing buildings are only required to comply with the applicable codes in effect when the building was constructed.</p> | <p>That Policy 16.1.2.5.b. be deleted, as follows:</p> <p><del>16.1.2.5.b. as a condition of development, the site in its entirety must meet current site plan and landscaping requirements, and existing buildings must meet current building code, fire code and property standards.</del></p> <p>And replaced with the following:</p> <p><i>16.1.2.5.b. as a condition of development, demonstrate the following:</i></p> <ul style="list-style-type: none"> <li><i>that the site in its entirety meets site plan and landscaping requirements;</i></li> <li><i>compliance with the property standards by-law; and</i></li> <li><i>compliance with the applicable building code and fire code (i.e. the code in effect when the building was constructed).</i></li> </ul>  |
| 16.1.5<br>New Policy  | The "Business Employment" designation is not permitted in Community Nodes and Neighbourhoods, except for lands with this designation on the day the Plan came into effect. The uses prohibited under policy 15.1.8.2 in Corporate Centres,  | <p>That Section 16.1.5 be amended by adding the following new policy:</p> <p><i>16.1.5.2 Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</i></p> <ol style="list-style-type: none"> <li><i>adult entertainment establishments;</i></li> <li><i>animal boarding establishment;</i></li> <li><i>bodyrub establishment;</i></li> </ol>  |

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|   | including Motor Vehicle Commercial uses, should be extended to Neighbourhoods where such uses are also not appropriate.  | <p><u>d. cardlock fuel dispensing;</u></p> <p><u>e. motor vehicle body repair facility;</u></p> <p><u>f. Motor Vehicle Commercial uses;</u></p> <p><u>g. outdoor storage and display areas related to a permitted manufacturing use;</u></p> <p><u>h. transportation facilities;</u></p> <p><u>i. trucking terminals;</u></p> <p><u>j. self storage facilities; and</u></p> <p><u>k. <b>waste processing stations or waste transfer stations</b> and composting facilities.</u></p> |
| 16.1<br>16.12   | <p>OPA 3 (Pinnacle development application), created a Special Site that straddles two Character Areas – Uptown Major Node and Hurontario Neighbourhood. However, given that the Special Site lands are part of one comprehensive townhouse/ apartment development proposal predominately within the Uptown Major Node Character Area, they should be captured within the same Character Area.</p> <p>The OPA 3, 13.3.4.6 Special Site 6 lands should be wholly within the Uptown Major Node Character Area boundary, removing the lands from the Hurontario Neighbourhood Character Area.</p> | <p>That the following Hurontario Neighbourhood maps be amended, as shown in Appendix 4:</p> <ul style="list-style-type: none"> <li>• Map 16-1: City Structure – Neighbourhoods</li> <li>• Map 16-12: Hurontario Neighbourhood Character Area</li> </ul>   |
| <b>17. Employment Areas</b>   |  |   |
| 17 Employment Areas   | Concern that the phrases “will be permitted” and “will also be permitted” to identify permitted uses by land use designation or conditions where a use may be permitted, may be interpreted to   | <p>That Policies 17.1.2.1, 17.1.4.1, 17.1.8.1, 17.2.3.1.c., 17.2.5.1.2.a., 17.3.1.1, 17.3.3.1.2, 17.4.2.1, 17.4.2.3, 17.5.3.1.2.a., 17.5.3.2.2.a., 17.5.3.4.2, and 17.7.2.1 be amended to replace “will be permitted” with “may be permitted”.</p> <p>That Policies 17.4.5.1.2 and 17.4.5.2.2 be amended to replace “will also be permitted” with</p>   |



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|   | <p>mean that all of the listed uses will be permitted regardless of the circumstances.</p> <p>The use of the phrases “may be permitted” and “may also be permitted” better reflects the intent of the Plan which is to identify potential uses subject to the use meeting the other policies of the Plan.</p> | <p>“may also be permitted”.</p>   |
| 17.1  | <p>Introduction sentence structure should be consistent with the other Character Areas.</p>   | <p>That the first sentence of the 17.1 Introduction, be amended as follows:</p> <p>There are nine Employment Areas <u>Character Areas</u> in Mississauga: <del>are located with following nine Character Areas</del></p>  |
| 17.1.1  | <p>Inconsistent with Section 1.1.4.c. that refers to a local area review. A local area review may result in new character area policies or a local area plan.</p>   | <p>That the second sentence of Policy 17.1.1.1 be amended as follows:</p> <p>Local area <del>plans</del> <u>reviews</u> or planning studies may establish maximum height requirements.</p>  |
| 17.1.4.1  | <p>With the addition of motor vehicle sales to the “Mixed Use” list of permitted uses under Policy 11.2.6.1, it is not required to be listed as an additional permitted use.</p>  | <p>That Policy 17.1.4.1 be amended, as follows:</p> <p>17.1.4.1 Notwithstanding the Mixed Use policies of the Plan, the following additional uses will be permitted only in the Dixie, Gateway, Mavis-Erindale, Northeast, Southdown and Western Business Park Character Areas:</p> <p><del>e. motor vehicle sales.</del></p> |
| <b>18. Special Purpose Areas</b>  |   |   |
| 18.1  | <p>Clarification required that each City Structure element, e.g. Special Purpose Areas, is comprised of several Character Areas.</p>  | <p>That the first sentence of the Section 18.1 Introduction, be amended as follows:</p> <p>There are two Special Purpose Areas <u>Character Areas</u> in Mississauga:</p>   |
| 18.3.2.1  | <p>Concern that the phrase “will be permitted” to identify conditions where a use may be permitted,</p>   | <p>That Policy 18.3.2.1 be amended to replace “will be permitted” with “may be permitted”.</p>  |

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|   | <p>may be interpreted to mean that the use will be permitted regardless of the circumstances. The use of the phrase “may be permitted” better reflects the intent of the Plan which is to identify potential uses subject to the use meeting the other policies of the Plan.</p>   |  |
| <b>19. Implementation</b>   |  |  |
| 19.4.5  | <p>The requirement for a property evaluation report and a condominium declaration are already noted on the City’s condominium application forms.</p> <p>A property evaluation report, prepared by a professional such as an engineer, evaluates the condition of property components (e.g. driveways, parking spaces). The Transportation &amp; Works Department requires a copy of the report to determine if any repairs are required and before it can provide comments/ conditions of draft approval in connection with the conversion of existing rental buildings to condominium tenure.</p> <p>Zoning, Development &amp; Design and Legal Services need to review the <i>condominium declaration</i> to see whether the information contained within the declaration corresponds to</p> | <p>That the following items be added to the Policy 19.4.5 list of studies, reports and/or documents that may be required as part of a complete application submission:</p> <ul style="list-style-type: none"> <li>• <i><u>Property evaluation report</u></i></li> <li>• <i><u>Condominium declaration</u></i></li> </ul> <p>That the terminology for the existing listed item “Restrictions on Title” be amended as follows:</p> <p>Restrictions on Title <del>(where the creation of Common Element Condominium lots precedes the creation of the private road)</del> <i><u>(including where the creation of parcels of land tied to a common element road condominium precedes the registration of the condominium road)</u></i></p> |

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|   | <p>conditions that may have been issued as part of the site plan approval process. Warning clauses and parking allocation are also reviewed.</p> <p>The terminology for listed item “Restrictions on Title” needs to be updated.</p>                       |   |
| 19.4.5  | <p>To align with Provincial Policy Statement terminology, “Heritage Impact Assessment” must be used rather than “Heritage Impact Statement”.</p> <p>“Heritage Conservation Plan” is inaccurate terminology.</p>  | <p>That the following terms be amended as follows:</p> <ul style="list-style-type: none"> <li>Heritage Impact Statement be amended by deleting “Statement” and replacing with “Assessment”: <ul style="list-style-type: none"> <li><b><i>Heritage Impact Statement Assessment</i></b></li> </ul> </li> <li>Heritage Conservation Plan be amended by adding “Management”: <ul style="list-style-type: none"> <li>Heritage Conservation <i>Management</i> Plan</li> </ul> </li> </ul> |
| 19.4.5  | <p>In order for a property owner to demonstrate that the existing building complies with the property standards by-law and the applicable fire code, it is reasonable for the City to require compliance letters as part of a development application.</p> | <p>That the following items be added to the Policy 19.4.5 list of studies, reports and/or documents that may be required as part of a complete application submission:</p> <ul style="list-style-type: none"> <li><i><u>Fire Code Compliance Letter (for existing buildings on a redevelopment site)</u></i></li> <li><i><u>Property Standards Compliance Letter (for existing building on a redevelopment site)</u></i></li> </ul>   |
| 19.5.2  | <p>Inconsistent with Section 1.1.4 c that refers to a local area review. A local area review may result in new character area policies or a local area plan.</p>   | <p>That the first sentence of Policy 19.5.2 be amended as follows:</p> <p>Mississauga may initiate site specific amendments to this Plan through local area <del>plans</del> <i>reviews</i> or other planning studies.</p>  |
| <b>Glossary</b>   |  |   |
| Glossary  | <p>Community infrastructure includes community facilities, but the community facilities definition is located in the Glossary. For reader ease, the community</p>  | <p>That the Community Facilities definition be deleted from the Glossary:</p> <p><del>COMMUNITY FACILITIES means a facility operated by or on behalf of a public authority for the provision of community activities such as, but no limited to recreation, libraries, arts, crafts, museums, social and charitable activities. This includes pools, outdoor rinks and arenas. Private</del></p>  |

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|   | facility definition should be included in Section 1.1.4 and deleted from the Glossary.   | <del>gyms, banquet halls/conference centres or convention centres are not considered community facilities.</del>   |
| Glossary  | To align with Provincial Policy Statement terminology, Heritage Impact Assessment must be used rather than Heritage Impact Statement.  | That the term Heritage Impact Statement be amended as follows: <ul style="list-style-type: none"> <li>o <b><i>Heritage Impact <del>Statement</del> <u>Assessment</u></i></b></li> </ul>  |
| <b>Schedules</b> (listed in the order as they appear in the MOP General Amendment Report, by topic area)                |  |  |
| Schedules 1, 1a<br>Schedule 3   | <b>Natural Areas Survey Updates</b> completed in 2010, 2011 and 2012 recommended addition of City-owned sites to the Natural Areas System.   | That Schedule 3 be amended, as shown in <b>Appendices 2a and 2b</b> .<br>That Schedules 1 and 1a be amended to reflect the Schedule 3 Natural Areas System amendments.   |
| Schedule 3<br>Schedule 10   | Revision to the <b>Natural Hazards limit</b> to reflect the current boundaries of the “G1” and “G2” Greenbelt zones.   | That Schedule 3 be amended, as shown in <b>Appendix 2a</b> .<br>That Schedule 10 be amended, as shown in <b>Appendix 3</b> , Map 16, “Part of Sheridan Neighbourhood Character Area”.  |
| Schedule 10   | Recommended <b>updates to the Greenbelt land use designation</b> to include additional lands identified in watercourse corridors and along the Lake Ontario shoreline that are subject to natural hazards.   | That Schedule 10 be amended, as shown in the Schedule 10 excerpt maps located in <b>Appendix 3</b> .   |
| Schedules 1, 1a, 1b<br>Schedule 2<br>Schedule 4<br>Schedule 9<br>Schedule 10  | <b>OPA 3</b> (Pinnacle development application), created a Special Site that straddles two Character Areas – Uptown Major Node and Hurontario Neighbourhood. However, given that the Special Site lands are part of one comprehensive townhouse/apartment development proposal | That Schedules 1, 1a, 1b, 2, 4, 9 and 10 be amended as reflected in <b>Appendix 4</b> , and noted below:<br><br>That Schedules 1, 1b, 2 and 9, be amended to extend the boundary of the Uptown Major Node to include all of the OPA 3, 13.3.4.6 Special Site 6 lands.<br><br>That Schedules 1, 1a and 4, be amended to correctly reflect the amended Public Open Space and Greenbelt land use designations, as shown on Schedule ‘A’ of OPA 3. |

| POLICY/<br>SECTION  | ISSUE  | RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)  |
|---|--|---|
| <p><b>*Amendment Key:</b> Deletions are shown as <del>strikeouts</del>; additions are <i>italicized and underlined</i>.</p> |  |   |
|   | <p>within the Uptown Major Node Character Area, they should be captured within the same Character Area.</p> <p>On the OPA 3 “Amended Land Use Designations” map, a small right-of-way parcel immediately west of Cooksville Creek should not be captured in the Greenbelt designation.</p> <p>Amendments to the Public Open Space and Greenbelt land use designations as shown on Schedule ‘A’ of OPA 3, were not captured as amendments to MOP Schedules 1, 1a or 4.</p>  | <p>That on Schedules 1, 1a, 4 and 10, the right-of-way parcel located immediately west of Cooksville Creek, be amended from Greenbelt to road right-of-way.</p>   |
| <p>Schedule 1, 1a<br/>Schedule 4<br/>Schedule 10</p>  | <p>With the acquisition of the former <b>Russell Langmaid Public School</b> for park purposes (P-512), the parkland requirements for the <b>Streetsville Community Node</b> have been satisfied.</p> <p>The former school site is 0.66 ha (1.62 ac.) in size and is comprised of two land parcels bisected by a road right-of-way (Maiden Lane). The south block has an area of 0.22 ha (0.49 ac.) and now forms part of the City’s parkland inventory.</p> <p>Subsequently, the “Public Open Space” designation currently shown on the south side of Tannery Street and east of Mullet Creek is no longer required for future parks and recreational needs.</p> | <p>That Schedules 1, 1a, 4 and 10 be amended as noted below and reflected in <b>Appendix 5</b>:</p> <ul style="list-style-type: none"> <li>• Delete the “Public Open Space” designation (circle shape) located on the south side of Tannery Street, east of Mullet Creek, and replace the designation with the existing, surrounding land use designation, “Residential High Density”; and</li> <li>• Redesignate the limits of the south block (south of Maiden Lane, west of Church Street) of the former Russell Langmaid Public School site from “Residential Low Density 1” to “Public Open Space”.</li> </ul> |

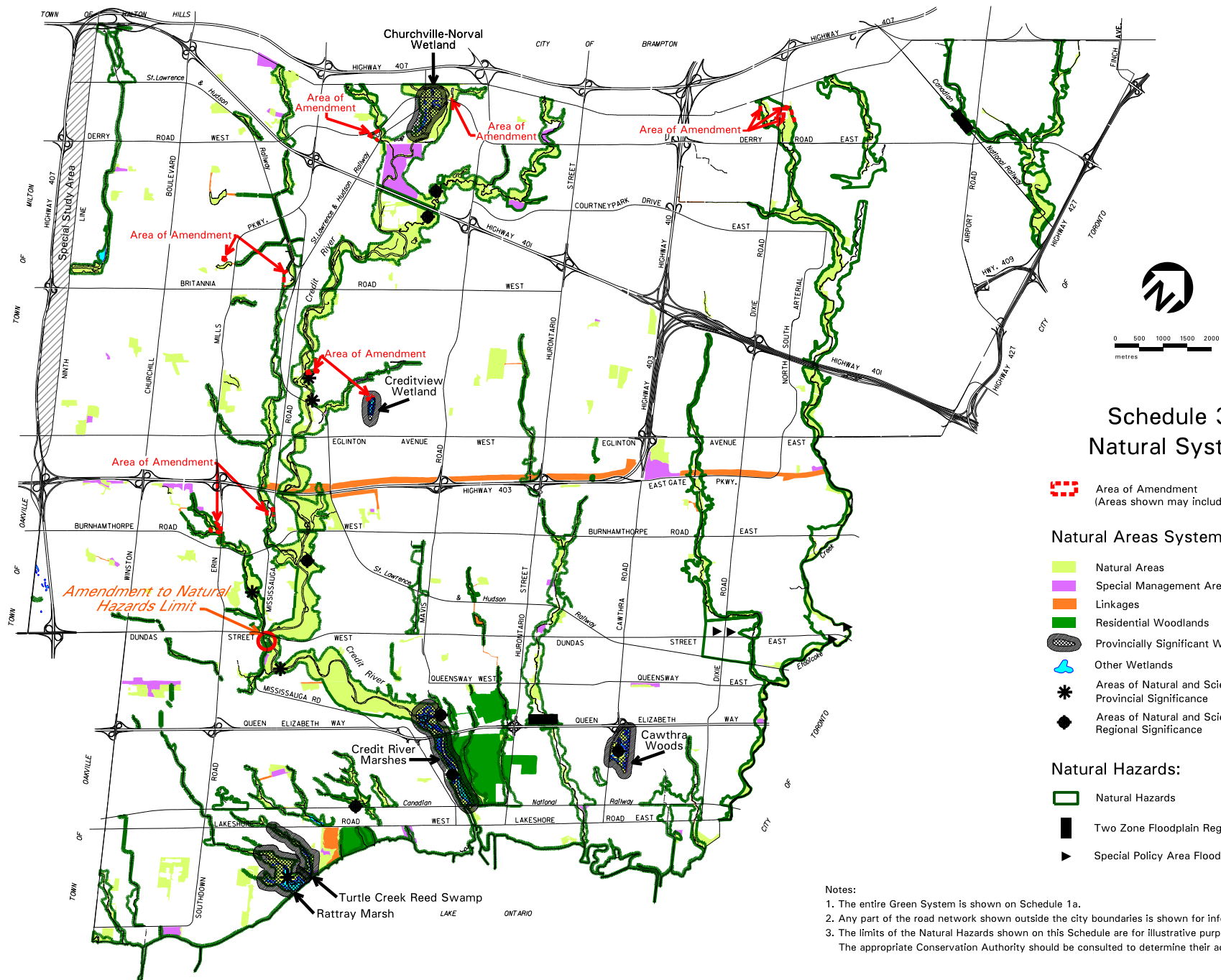
| POLICY/<br>SECTION  | ISSUE  | RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)  |
|---|--|---|
| * <b>Amendment Key:</b> Deletions are shown as <del>strikeouts</del> ; additions are <i>italicized and underlined</i> . |  |   |
| Schedule 8  | <p><b>Regional Official Plan Amendment No. 26 (ROPA 26)</b> was adopted June 28, 2012. Mississauga Official Plan, Schedule 8, needs to be brought into conformity with ROPA 26, Schedule F – Regional Road Mid-Block Right of Way Requirements.</p> <p>This involves amendments in three areas: 1) Cawthra Road (approx. QEW to Dundas; 2) Derry Road West; and 3) Winston Churchill Blvd. (south).</p> <p>The subject matter of the map is designated road right-of-way widths. Under “Notes”, Note 6, Base map information should, therefore, exclude roads from the list of examples and have a note similar to that on Schedule 5: Long Term Road Network.</p> | <p>That Schedule 8: Designated Right-of-Way Widths, be amended to reflect the Region’s Schedule F – Regional Road Mid-Block Right of Way Requirements, as shown in <b>Appendix 6</b>.</p> <p>That Note 6 on Schedule 8, be amended as shown in <b>Appendix 6</b> and as follows:</p> <p>Base map information (e.g. <del>roads, highways,</del> railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.</p> |
| Schedule 4<br>Schedule 10   | <p><b>Plum Tree Park</b> lands, adjacent to Plum Tree Park Public School, sold to the Peel District School Board. To reflect the sale of these lands: a) the lands on Schedule 4 to change from Private and Public Open Spaces to Educational Facilities; and, b) the Schedule 10 land use designation for these lands is to be changed from “Public Open Space” to “Residential Low Density II”.</p> <p><b>Union Gas</b> lands to the south of</p>  | <p>That Schedules 4 and 10 be amended, as shown in <b>Appendix 7</b>.</p>   |

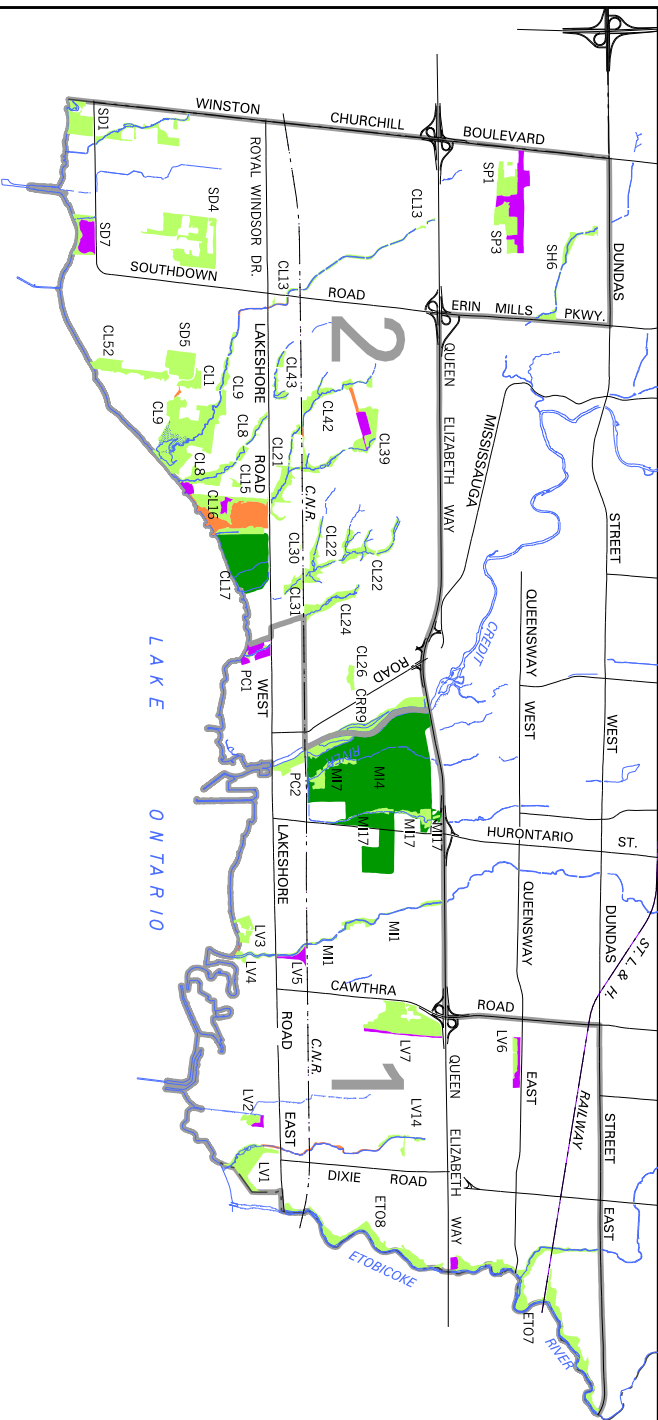
| POLICY/<br>SECTION  | ISSUE   | RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)   |
|---|---|--|
| <p><b>*Amendment Key:</b> Deletions are shown as <del>strikeouts</del>; additions are <i>italicized and underlined</i>.</p> |   |  |
|   | Plum Tree Park lands, purchased by the City for emergency services and park purposes. To reflect the purchase of these lands: a) the lands on Schedule 4 to change from Utilities to Public and Private Open Spaces; and, b) the Schedule 10 land use designation for these lands is to be changed from "Utility" to "Public Open Space". |  |
| <b>Appendix</b>   |   |  |
| Appendix C: Credits   | Appendix C: Credits, lists figure numbers, descriptions and sources (e.g. photo credits). This list is for information purposes only and may be updated from time to time if a photo/sketch is updated or a figure is added that changes the number order.  | That Appendix C be removed from the Appendix and inserted into the Other Information section.  |
| <b>Local Area Plans</b>   |   |  |
| Lakeview Local Area Plan  | Figures 1 and 2 are labeled as figures, but should be labeled as Maps, consistent with labeling throughout MOP.   | <p>That the "Figure" labels be deleted and replaced with "Map" labels for figures 1 and 2:</p> <p><del>Figure</del> <u>Map</u> 1: The Lakeview Local Area is located in the southeast corner of Mississauga and includes areas identified in the City Structure as Community Node, Neighbourhood and Employment Area.</p> <p><del>Figure</del> <u>Map</u> 2: Location of Special Sites within the Lakeview Local Area.</p> <p>That reference in the Local Area Plan text to "figure" be deleted and replaced with "map".</p> |
| Southdown Local Area Plan   | Figures 1 and 29 are incorrectly labeled as figures. Should be labeled as Maps, consistent with labeling throughout MOP.  | <p>That the "Figure" labels be deleted and replaced with "Map" labels for figures 1, 29 and 38:</p> <p><del>Figure</del> <u>Map</u> 1: The Southdown Character Area is located in the southwest corner of Mississauga and is identified in the City Structure as an Employment Area.</p>   |

| POLICY/<br>SECTION  | ISSUE   | RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)   |
|---|---|--|
| * <b>Amendment Key:</b> Deletions are shown as <del>strikeouts</del> ; additions are <i>italicized and underlined</i> . |   |  |
|   |   | <p><del>Figure</del> <u>Map</u> 29: Location of Special Sites within the Southdown Local Area.</p> <p>That reference in the Local Area Plan text to “figure” be deleted and replaced with “map”.</p>   |
| Southdown Local Area Plan<br>Policy 9.1.d.  | Policy 9.1.d. includes a bracketed reference: (see key plan: Gateway Locations), that relates to Figure 15; however, figures are for information and illustration purposes only and are not policy. | <p>That Policy 9.1.d. of the Southdown Local Area Plan be amended as follows:</p> <p>d. At entry locations, encourage development to form gateways that are substantial in built form with landmark architectural character and quality and special landscape treatment (<del>see key plan: Gateway Locations</del>);</p> <p>That Figure 15 be moved from its existing location in Section 9.0 Urban Design Policies to immediately follow Policy 9.1.d., and that the Figure 15 caption be amended as follows:</p> <p>Figure 15: <del>Development at major intersections should have substantial built form, with landscape treatments and landmark quality architecture.</del> Major intersections are considered Gateway locations and should have substantial built form, with landscape treatments and landmark quality architecture.</p> |

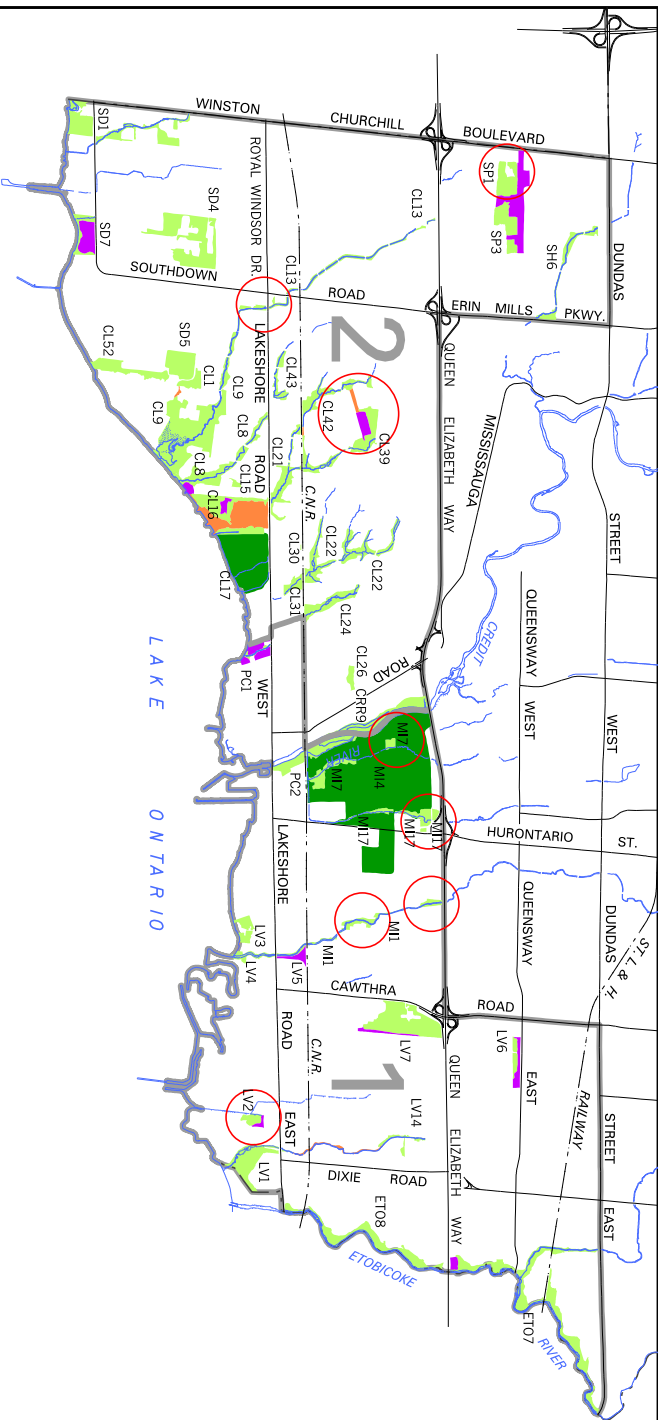
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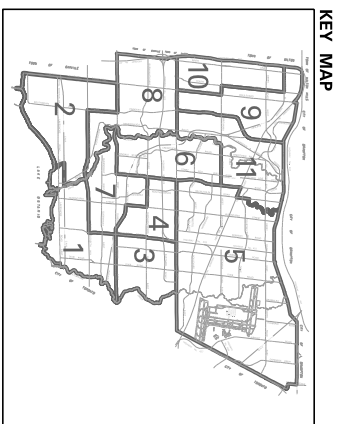
2011

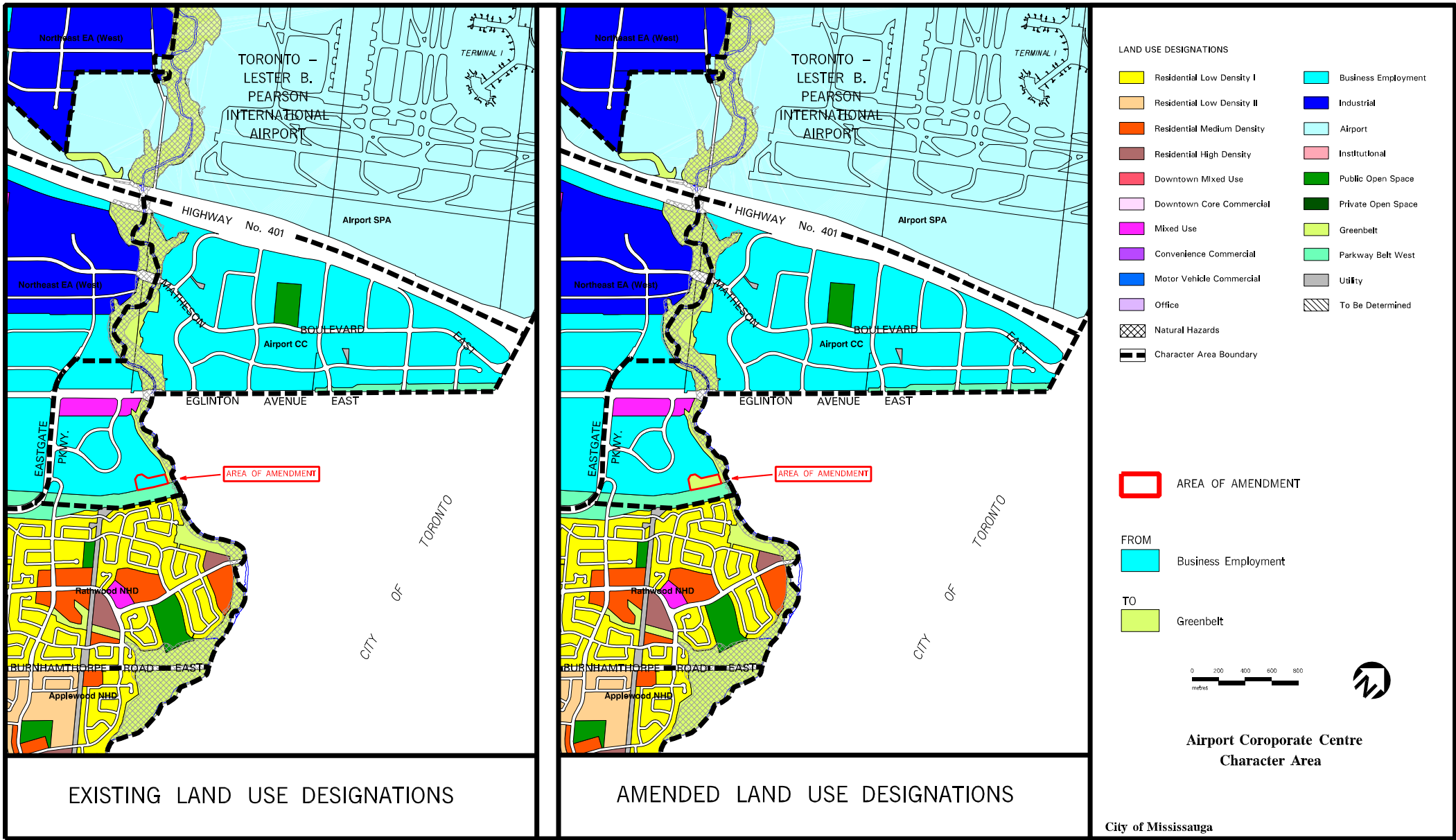


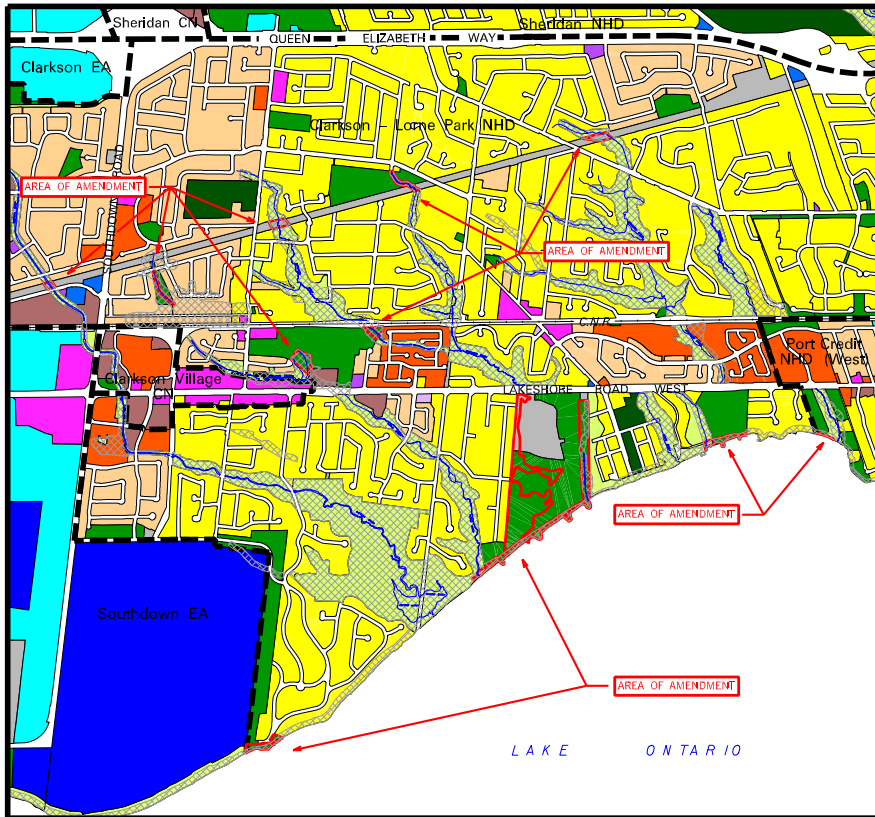
2012

# MISSISSAUGA NATURAL AREAS SURVEY 2012 UPDATE Wards 1 & 2

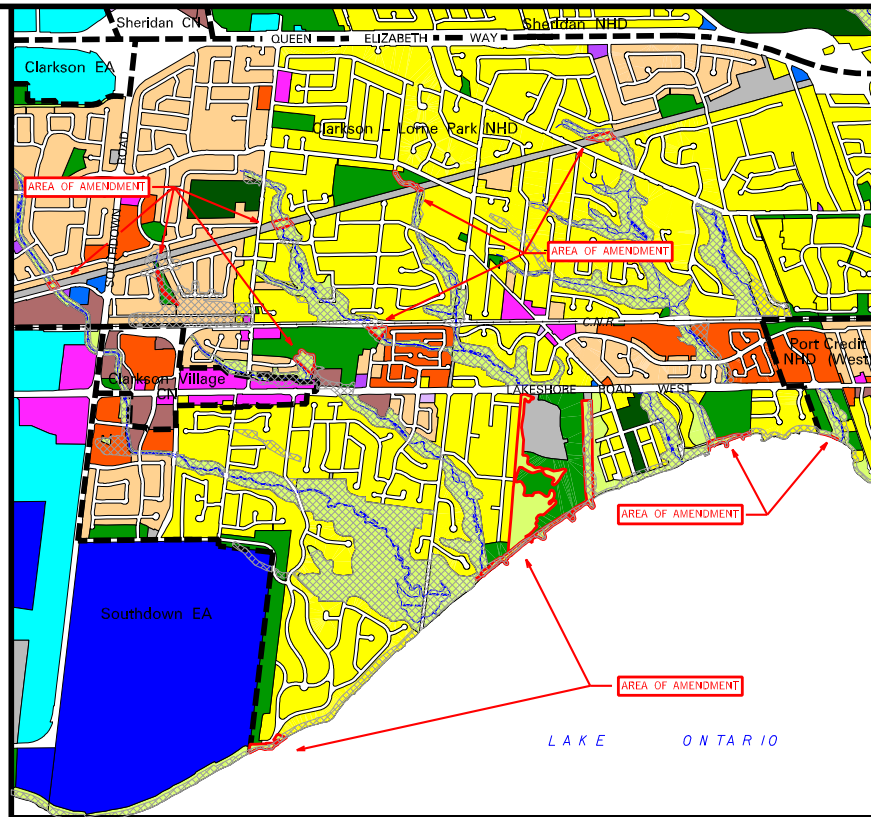
- Natural Area
- Residential Woodland
- Special Management Area
- Linkage
- Natural Area Name
- Ward Boundary
- Main Areas of Updated Boundaries







EXISTING LAND USE DESIGNATIONS



AMENDED LAND USE DESIGNATIONS

- LAND USE DESIGNATIONS**
- |                            |                     |
|----------------------------|---------------------|
| Residential Low Density I  | Business Employment |
| Residential Low Density II | Industrial          |
| Residential Medium Density | Airport             |
| Residential High Density   | Institutional       |
| Downtown Mixed Use         | Public Open Space   |
| Mixed Use                  | Private Open Space  |
| Convenience Commercial     | Greenbelt           |
| Motor Vehicle Commercial   | Parkway Belt West   |
| Office                     | Utility             |
| Natural Hazards            | To Be Determined    |
| Character Area Boundary    |                     |

AREA OF AMENDMENT

FROM  
Utility

AND  
Public Open Space

TO  
Greenbelt

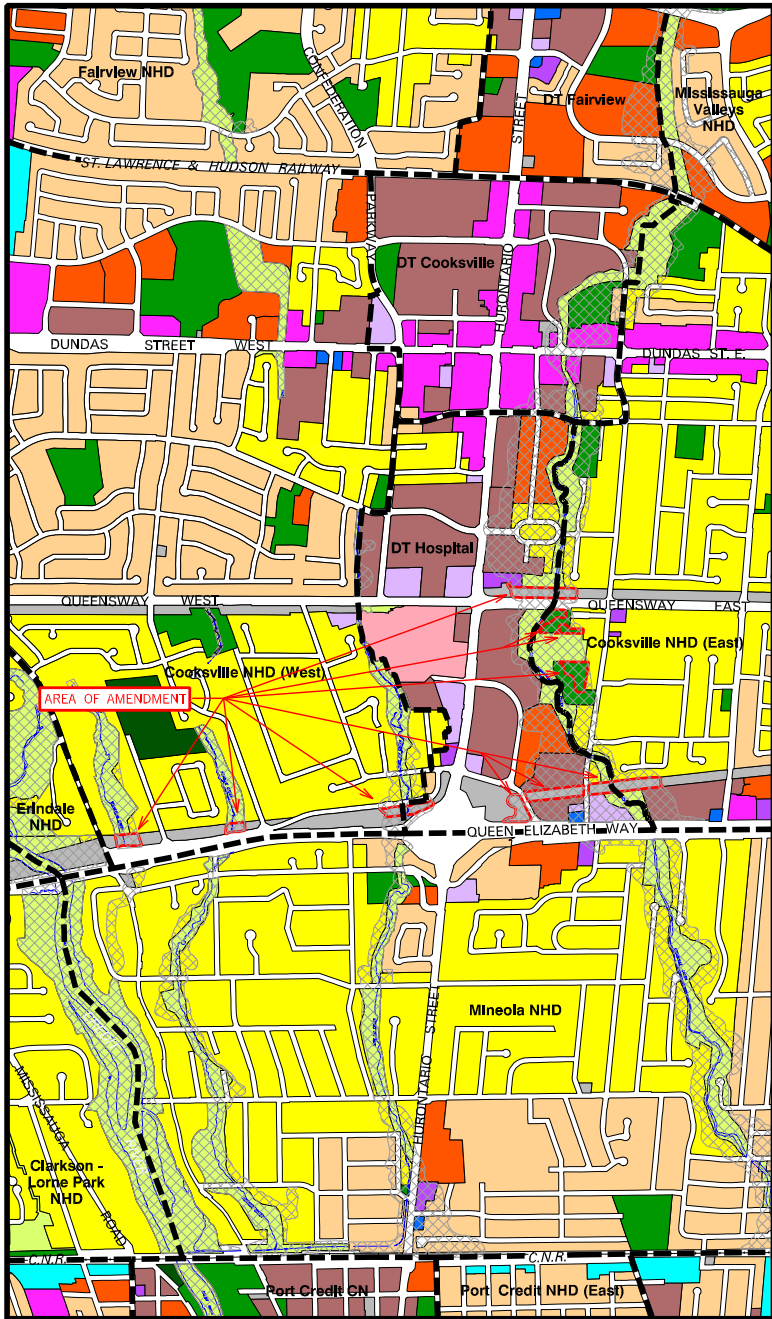


Part of  
Clarkson - Lorne Park Neighbourhood  
Character Area

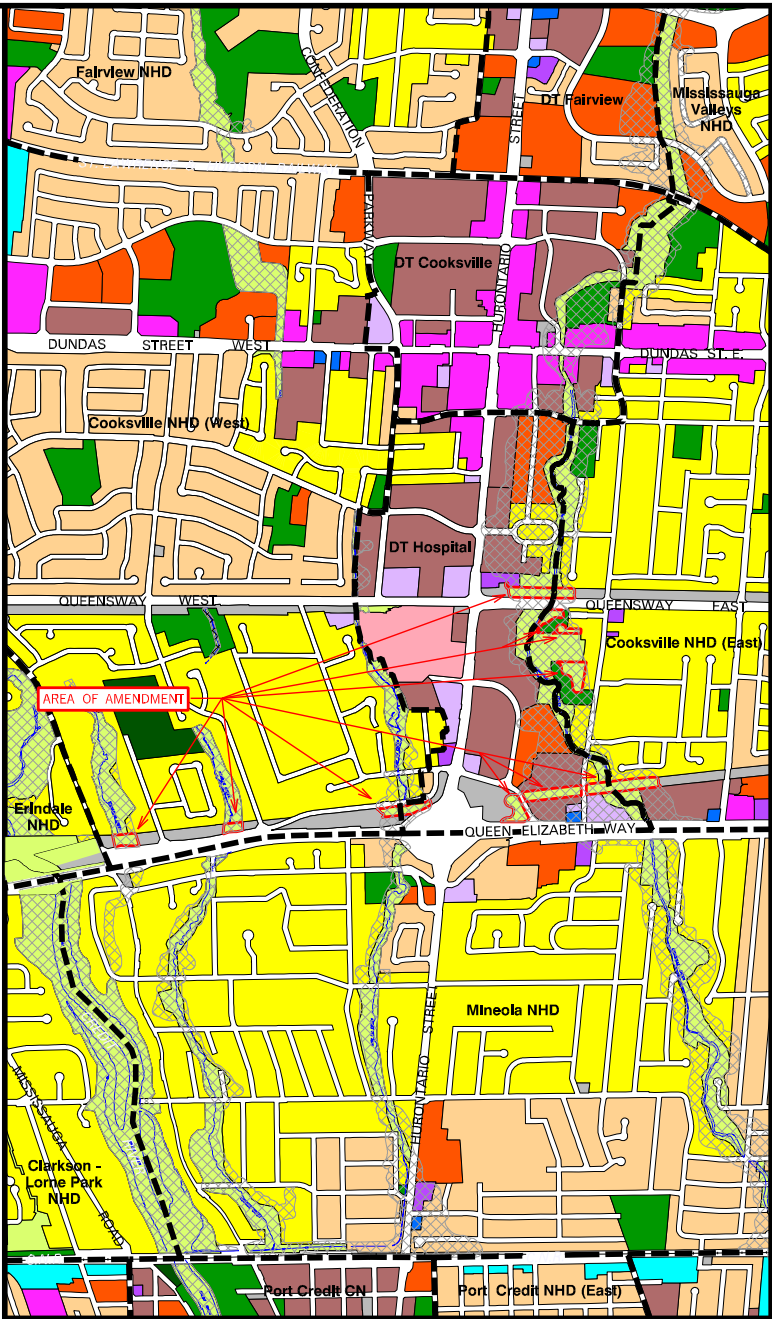
City of Mississauga

Source: Property Information Management System (PIMS) Database, City of Mississauga, 2010





EXISTING LAND USE DESIGNATIONS



AMENDED LAND USE DESIGNATIONS

LAND USE DESIGNATIONS

- |                            |                     |
|----------------------------|---------------------|
| Residential Low Density I  | Business Employment |
| Residential Low Density II | Industrial          |
| Residential Medium Density | Airport             |
| Residential High Density   | Institutional       |
| Downtown Mixed Use         | Public Open Space   |
| Downtown Core Commercial   | Private Open Space  |
| Mixed Use                  | Greenbelt           |
| Convenience Commercial     | Parkway Belt West   |
| Motor Vehicle Commercial   | Utility             |
| Office                     | To Be Determined    |
| Natural Hazards            |                     |
| Character Area Boundary    |                     |

AREA OF AMENDMENT

FROM  
 Public Open Space

AND  
 Utility

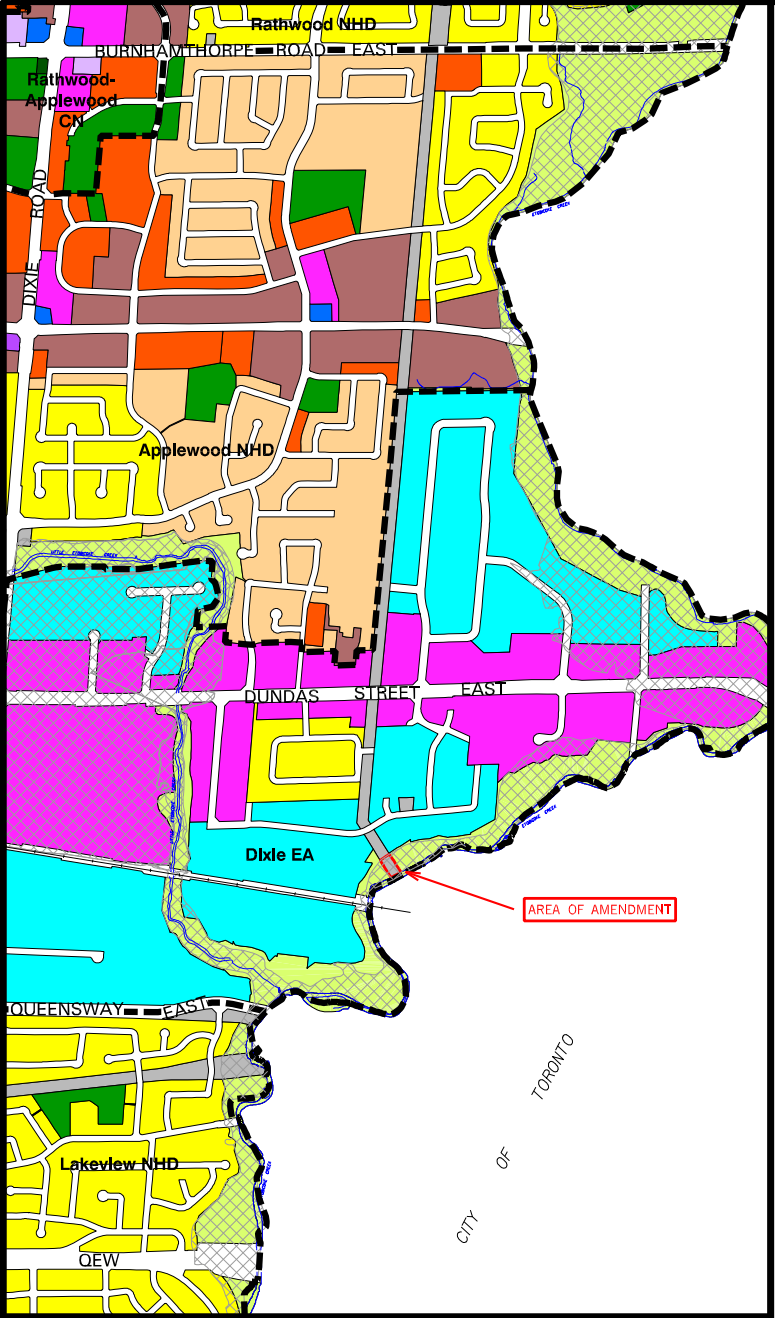
TO  
 Greenbelt



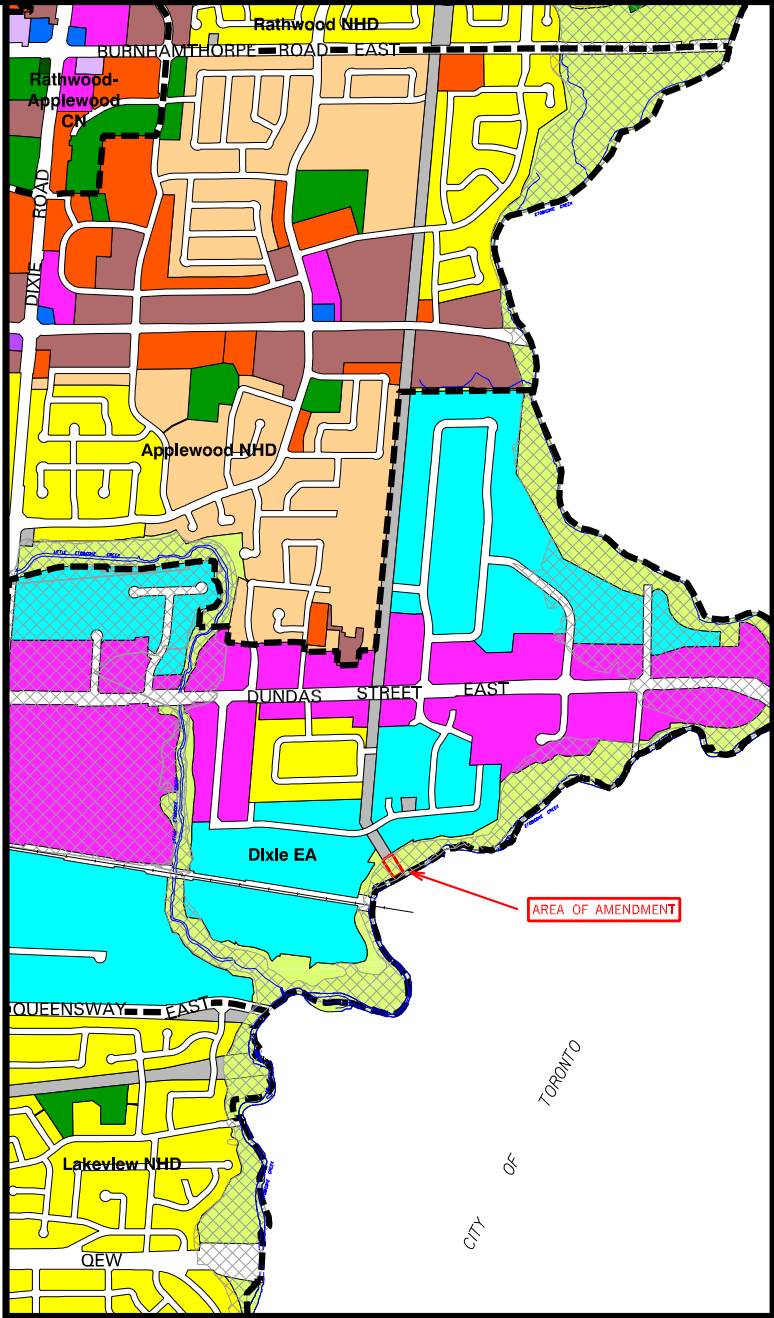
Part of Cooksville Neighbourhood  
and Downtown Hospital  
Character Area

City of Mississauga

E:\cadd\Projects\2019\2 - General\Verification\_C\Vector\PDF\Cooksville\_Hospital\_Ap



EXISTING LAND USE DESIGNATIONS



AMENDED LAND USE DESIGNATIONS

- LAND USE DESIGNATIONS
- |                            |                     |
|----------------------------|---------------------|
| Residential Low Density I  | Business Employment |
| Residential Low Density II | Industrial          |
| Residential Medium Density | Airport             |
| Residential High Density   | Institutional       |
| Downtown Mixed Use         | Public Open Space   |
| Downtown Core Commercial   | Private Open Space  |
| Mixed Use                  | Greenbelt           |
| Convenience Commercial     | Parkway Belt West   |
| Motor Vehicle Commercial   | Utility             |
| Office                     | To Be Determined    |
| Natural Hazards            |                     |
| Character Area Boundary    |                     |

AREA OF AMENDMENT

FROM  
 Utility

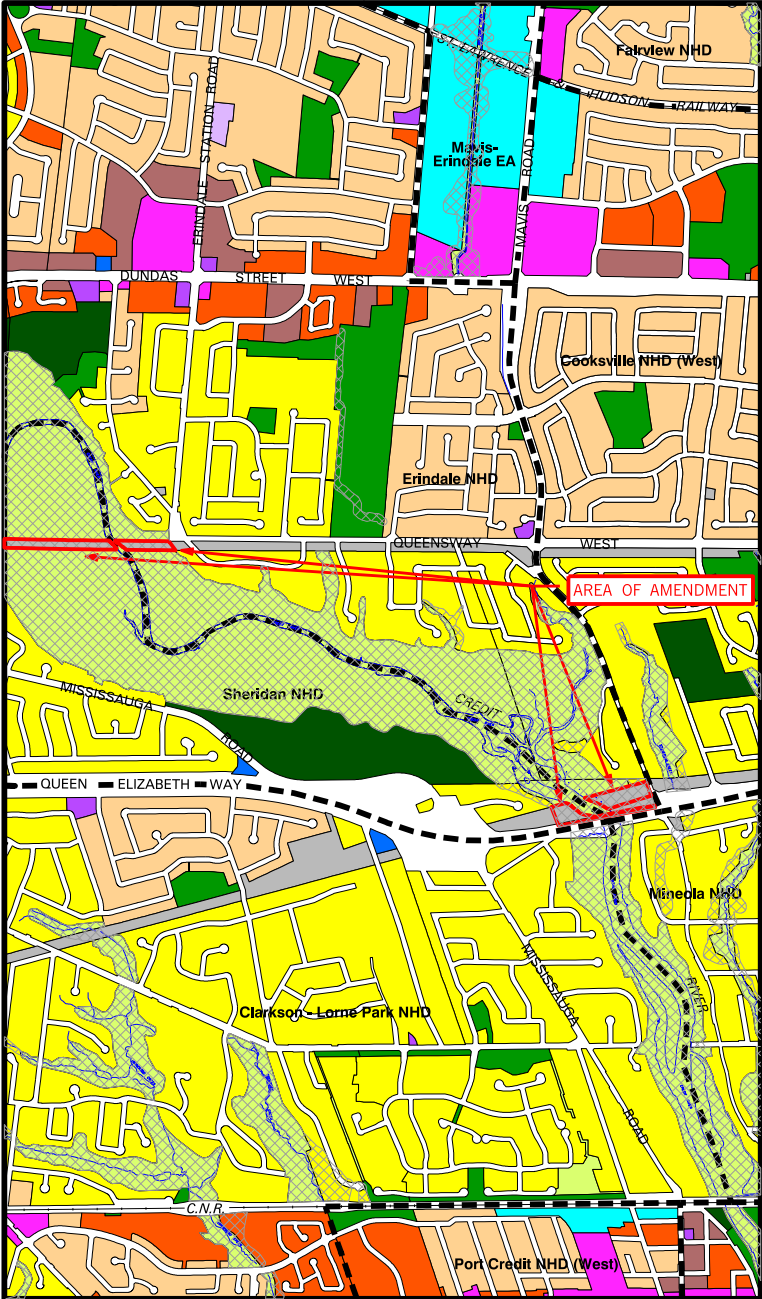
TO  
 Greenbelt



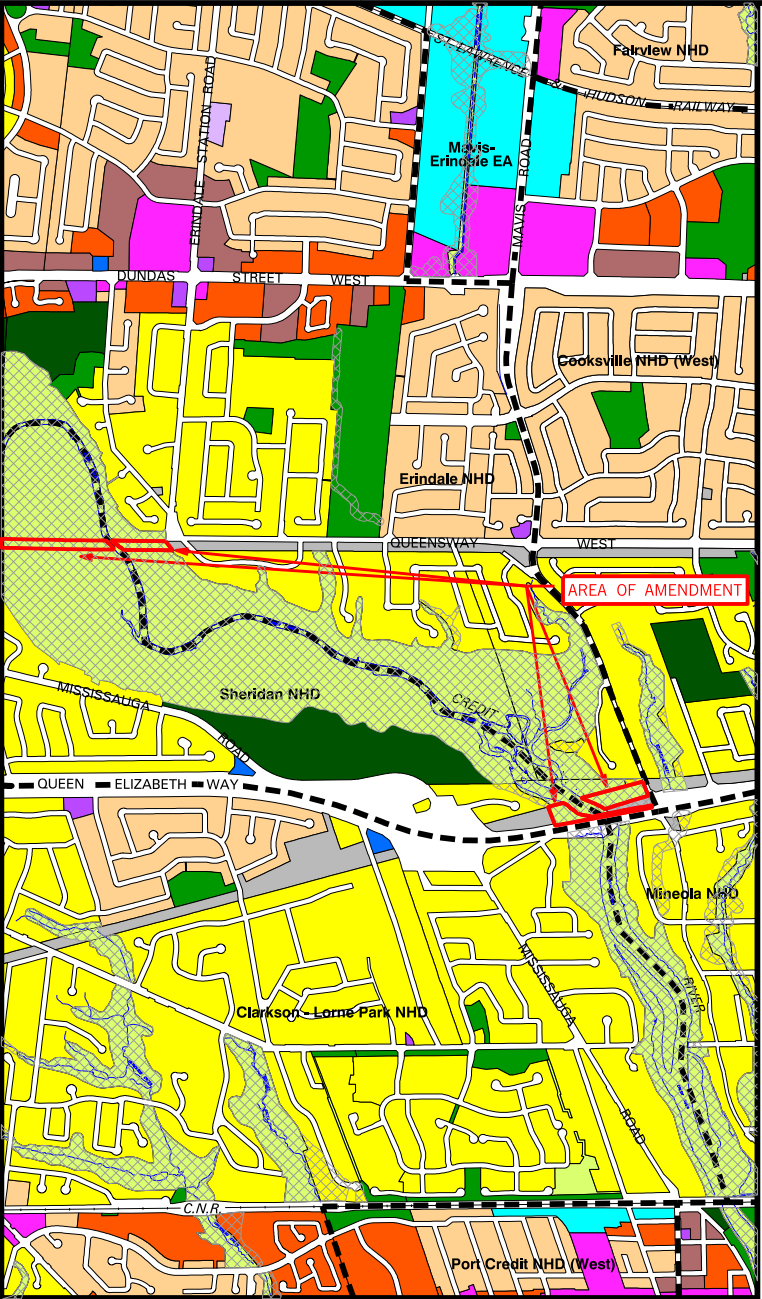
Part of  
Dixie Employment Area  
Character Area

City of Mississauga





EXISTING LAND USE DESIGNATIONS



AMENDED LAND USE DESIGNATIONS

- LAND USE DESIGNATIONS
- |                            |                     |
|----------------------------|---------------------|
| Residential Low Density I  | Business Employment |
| Residential Low Density II | Industrial          |
| Residential Medium Density | Airport             |
| Residential High Density   | Institutional       |
| Downtown Mixed Use         | Public Open Space   |
| Downtown Core Commercial   | Private Open Space  |
| Mixed Use                  | Greenbelt           |
| Convenience Commercial     | Parkway Belt West   |
| Motor Vehicle Commercial   | Utility             |
| Office                     | To Be Determined    |
| Natural Hazards            |                     |
| Character Area Boundary    |                     |

AREA OF AMENDMENT

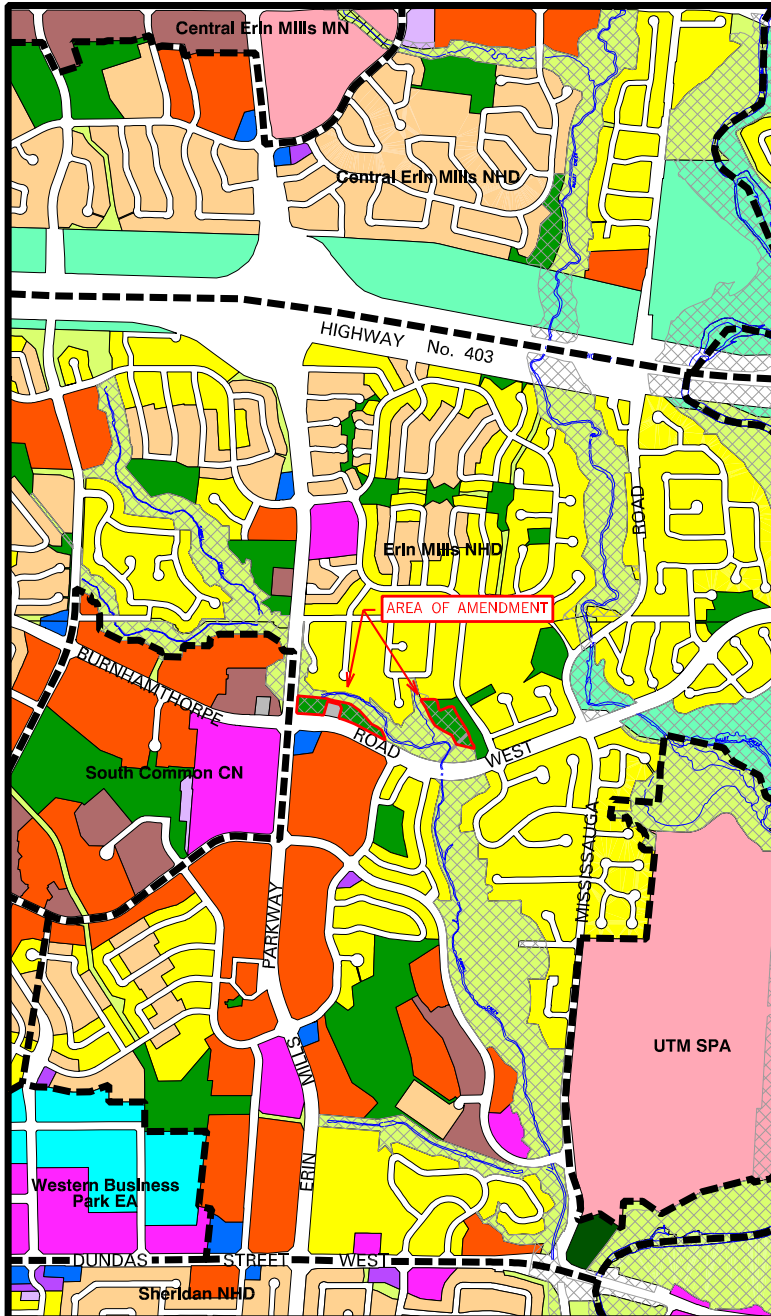
FROM  
 Utility

TO  
 Greenbelt

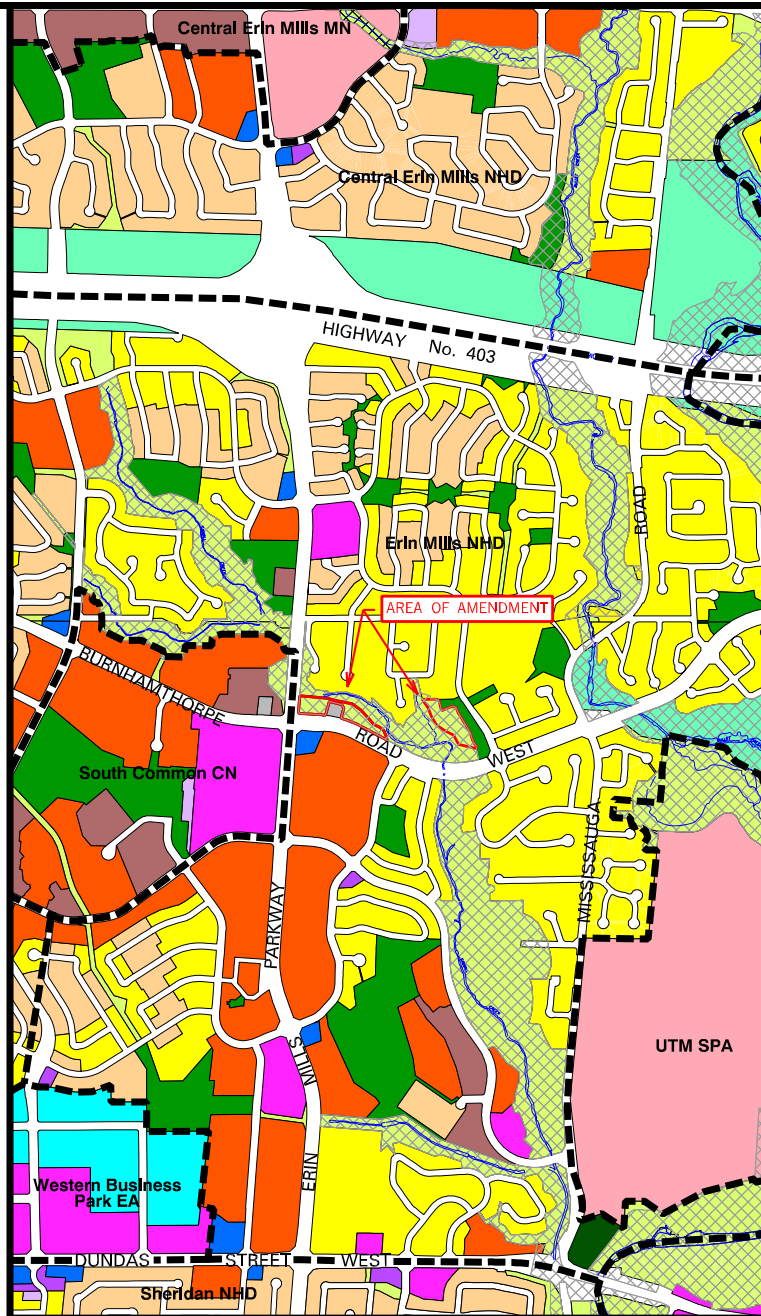


Part of Erindale Neighbourhood and  
Sheridan Neighbourhood  
Character Area

SCHEDULE 'A' TOGETHER WITH  
THE TEXT CONSTITUTES AMENDMENT No. 7



EXISTING LAND USE DESIGNATIONS



AMENDED LAND USE DESIGNATIONS

LAND USE DESIGNATIONS

|                            |                     |
|----------------------------|---------------------|
| Residential Low Density I  | Business Employment |
| Residential Low Density II | Industrial          |
| Residential Medium Density | Airport             |
| Residential High Density   | Institutional       |
| Downtown Mixed Use         | Public Open Space   |
| Downtown Core Commercial   | Private Open Space  |
| Mixed Use                  | Greenbelt           |
| Convenience Commercial     | Parkway Belt West   |
| Motor Vehicle Commercial   | Utility             |
| Office                     | To Be Determined    |
| Natural Hazards            |                     |
| Character Area Boundary    |                     |

AREA OF AMENDMENT

FROM  
 Public Open Space

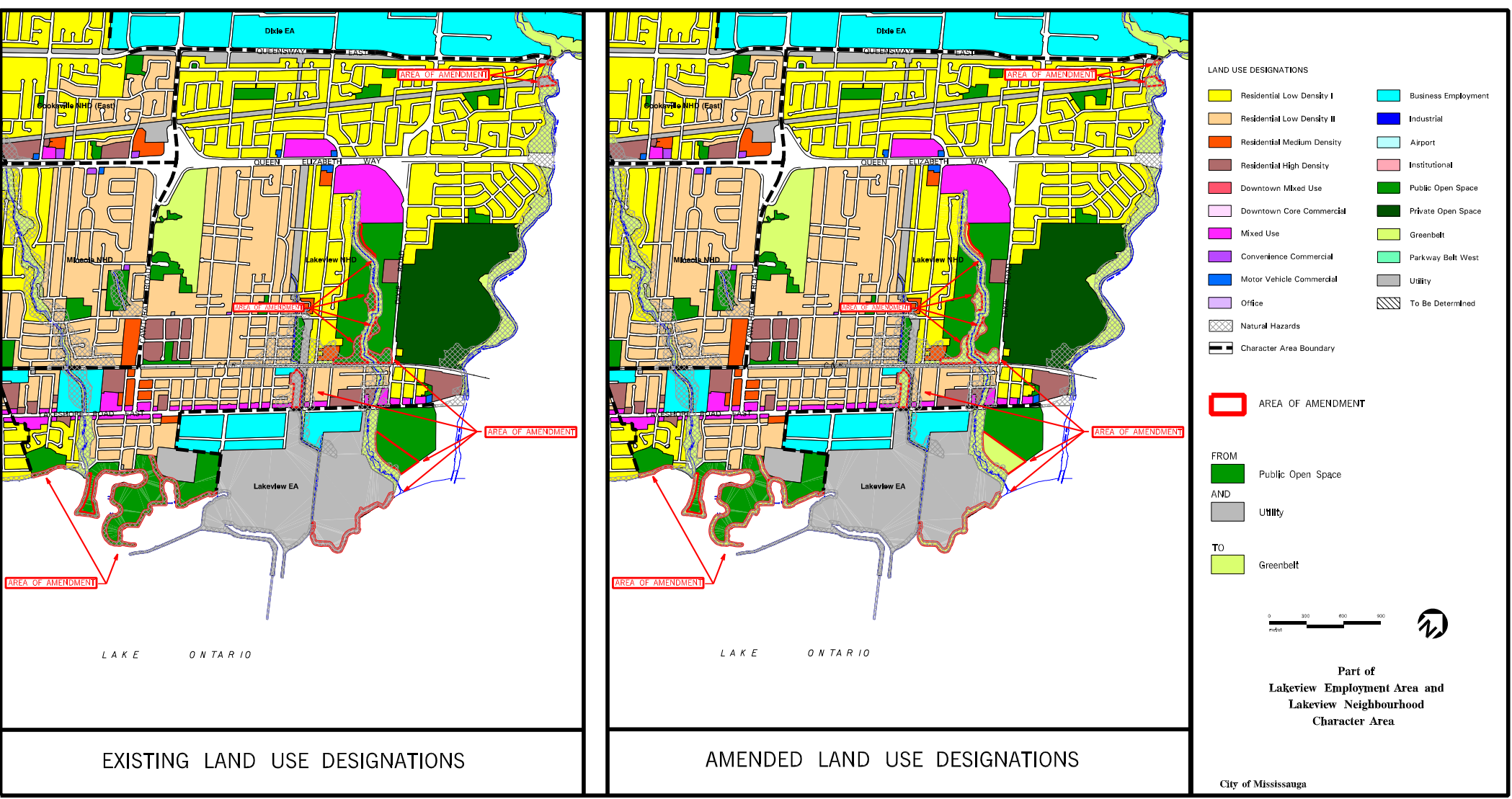
TO  
 Greenbelt



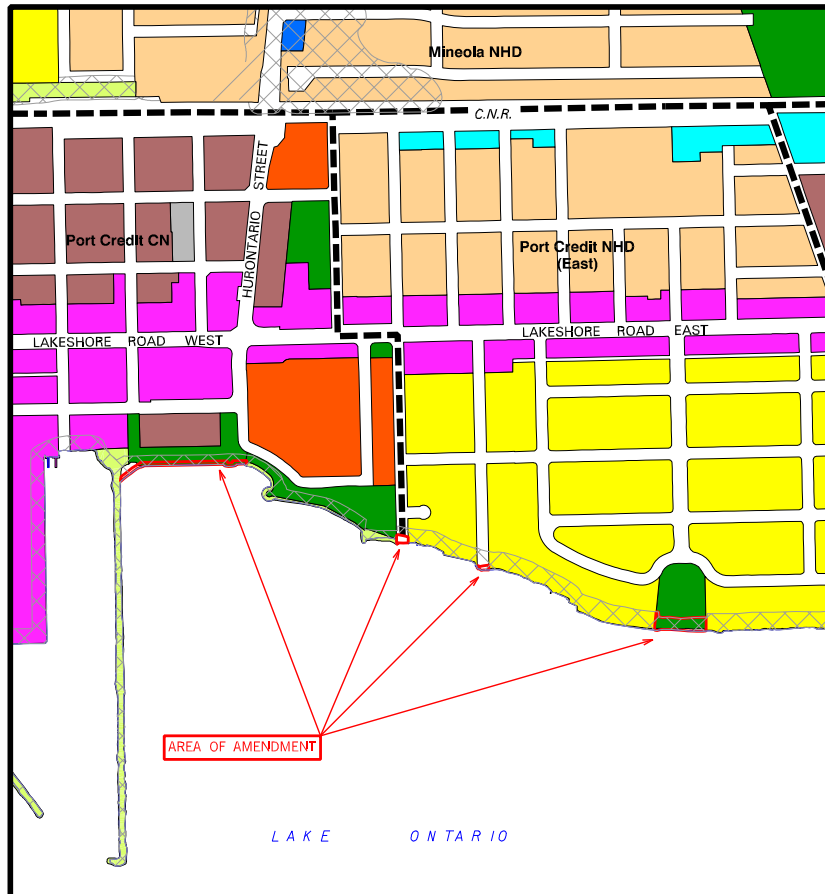
Part of  
Erin Mills Neighbourhood  
Character Area

City of Mississauga

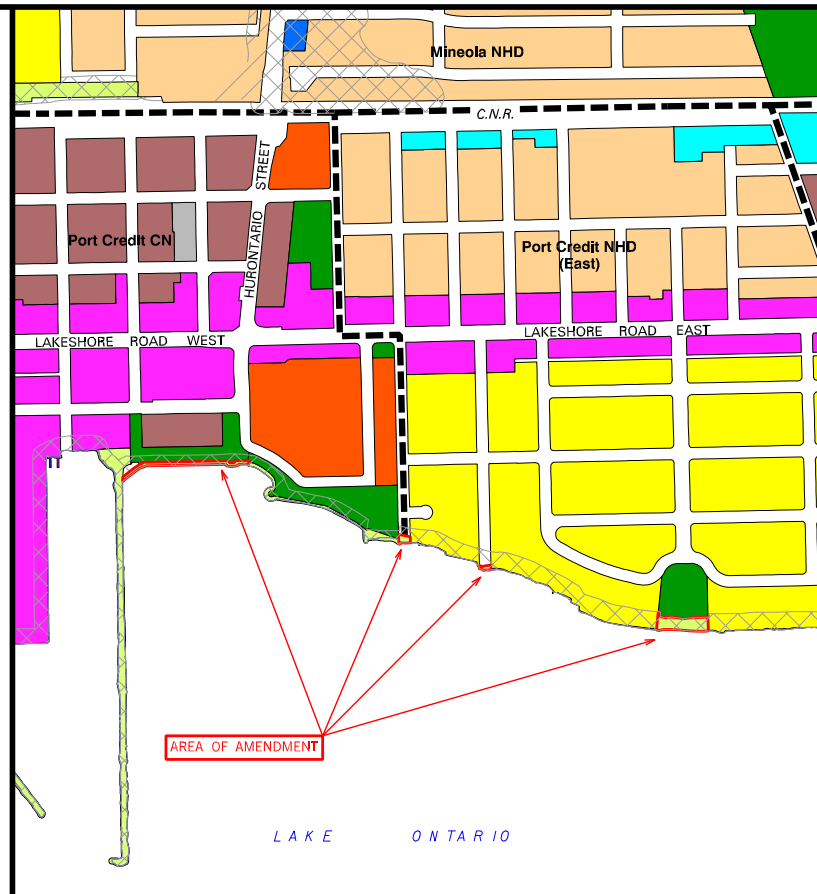








EXISTING LAND USE DESIGNATIONS



AMENDED LAND USE DESIGNATIONS

LAND USE DESIGNATIONS

- |                            |                     |
|----------------------------|---------------------|
| Residential Low Density I  | Business Employment |
| Residential Low Density II | Industrial          |
| Residential Medium Density | Airport             |
| Residential High Density   | Institutional       |
| Downtown Mixed Use         | Public Open Space   |
| Downtown Core Commercial   | Private Open Space  |
| Mixed Use                  | Greenbelt           |
| Convenience Commercial     | Parkway Belt: West  |
| Motor Vehicle Commercial   | Utility             |
| Office                     | To Be Determined    |
| Natural Hazards            |                     |
| Character Area Boundary    |                     |

AREA OF AMENDMENT

FROM  
 Public Open Space

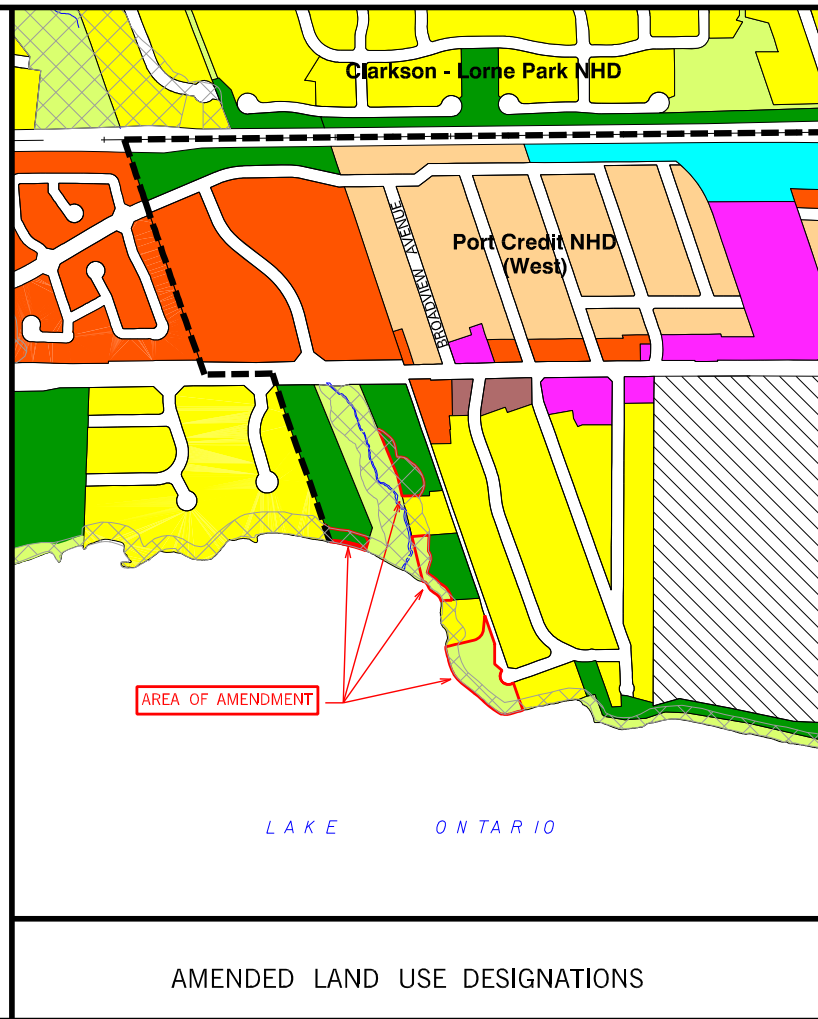
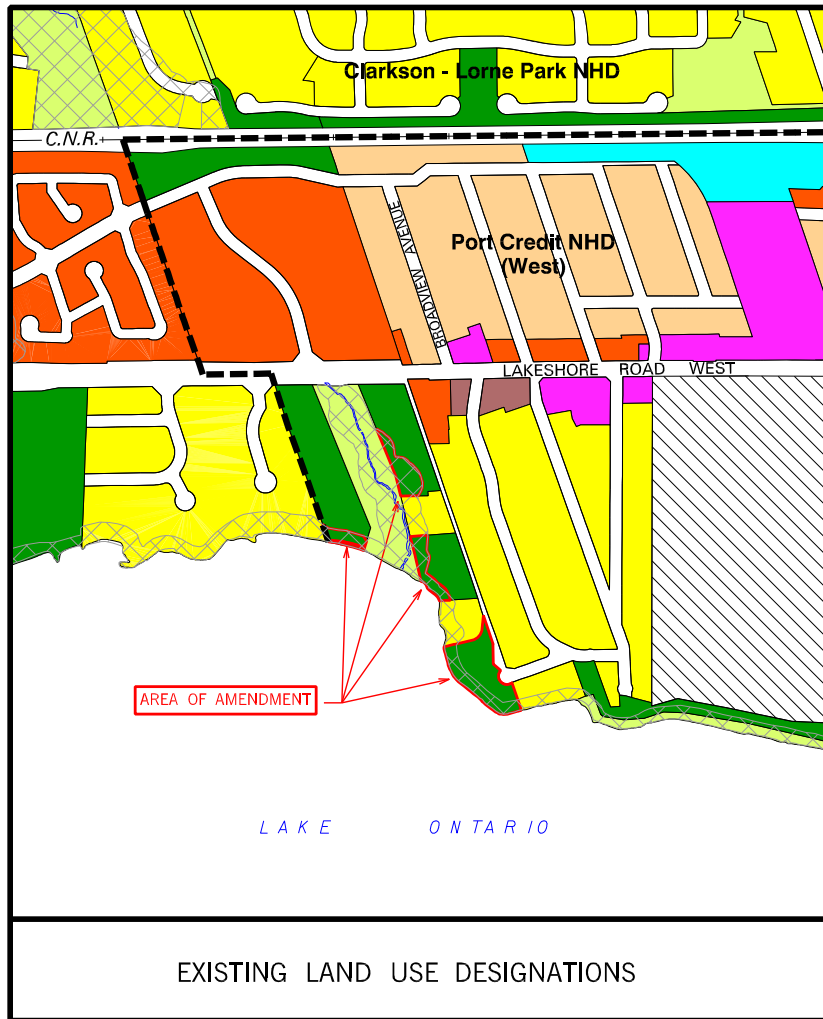
TO  
 Greenbelt



Part of  
Port Credit Community Node and  
Port Credit Neighbourhood (East)  
Character Area

City of Mississauga

Revised: January, 2016; Revised: February, 2016; Revised: March, 2016; Revised: April, 2016; Revised: May, 2016; Revised: June, 2016; Revised: July, 2016; Revised: August, 2016; Revised: September, 2016; Revised: October, 2016; Revised: November, 2016; Revised: December, 2016



#### LAND USE DESIGNATIONS

|  |                            |  |                     |
|--|----------------------------|--|---------------------|
|  | Residential Low Density I  |  | Business Employment |
|  | Residential Low Density II |  | Industrial          |
|  | Residential Medium Density |  | Airport             |
|  | Residential High Density   |  | Institutional       |
|  | Downtown Mixed Use         |  | Public Open Space   |
|  | Downtown Core Commercial   |  | Private Open Space  |
|  | Mixed Use                  |  | Greenbelt           |
|  | Convenience Commercial     |  | Parkway Belt West   |
|  | Motor Vehicle Commercial   |  | Utility             |
|  | Office                     |  | To Be Determined    |
|  | Natural Hazards            |  |                     |
|  | Character Area Boundary    |  |                     |

AREA OF AMENDMENT

FROM  
 Public Open Space

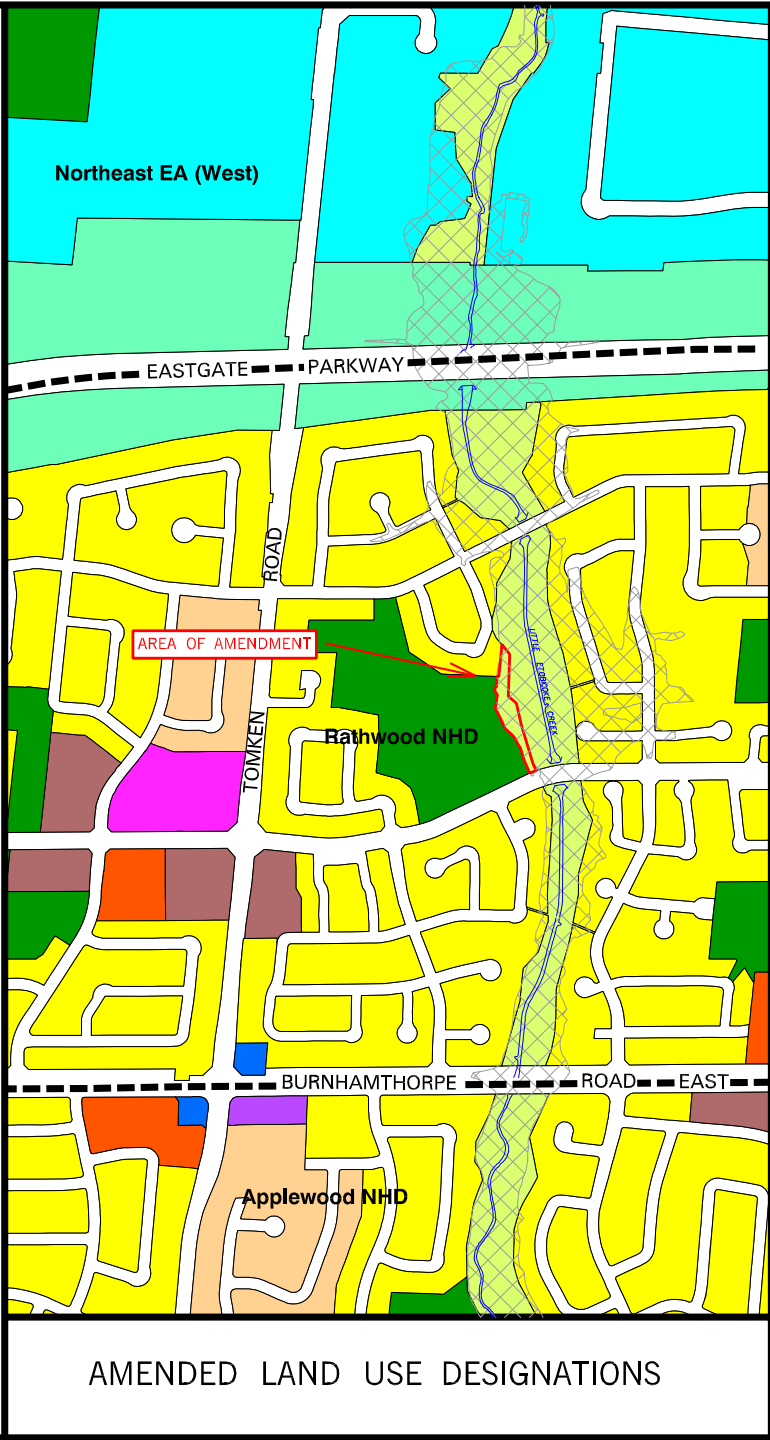
TO  
 Greenbelt



Port Credit Neighbourhood  
(West)  
Character Area

City of Mississauga



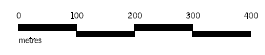


- LAND USE DESIGNATIONS**
- |                            |                     |
|----------------------------|---------------------|
| Residential Low Density I  | Business Employment |
| Residential Low Density II | Industrial          |
| Residential Medium Density | Airport             |
| Residential High Density   | Institutional       |
| Downtown Mixed Use         | Public Open Space   |
| Downtown Core Commercial   | Private Open Space  |
| Mixed Use                  | Greenbelt           |
| Convenience Commercial     | Parkway Belt West   |
| Motor Vehicle Commercial   | Utility             |
| Office                     | To Be Determined    |
| Natural Hazards            |                     |
| Character Area Boundary    |                     |

AREA OF AMENDMENT

**FROM**  
 Public Open Space

**TO**  
 Greenbelt



**Part of  
Rathwood Neighbourhood  
Character Area**



EXISTING LAND USE DESIGNATIONS



AMENDED LAND USE DESIGNATIONS

LAND USE DESIGNATIONS

- |                            |                     |
|----------------------------|---------------------|
| Residential Low Density I  | Business Employment |
| Residential Low Density II | Industrial          |
| Residential Medium Density | Airport             |
| Residential High Density   | Institutional       |
| Downtown Mixed Use         | Public Open Space   |
| Downtown Core Commercial   | Private Open Space  |
| Mixed Use                  | Greenbelt           |
| Convenience Commercial     | Parkway Belt West   |
| Motor Vehicle Commercial   | Utility             |
| Office                     | To Be Determined    |
| Natural Hazards            |                     |
| Character Area Boundary    |                     |

AREA OF AMENDMENT

AMENDMENT TO NATURAL HAZARDS LIMIT

FROM  
 Utility

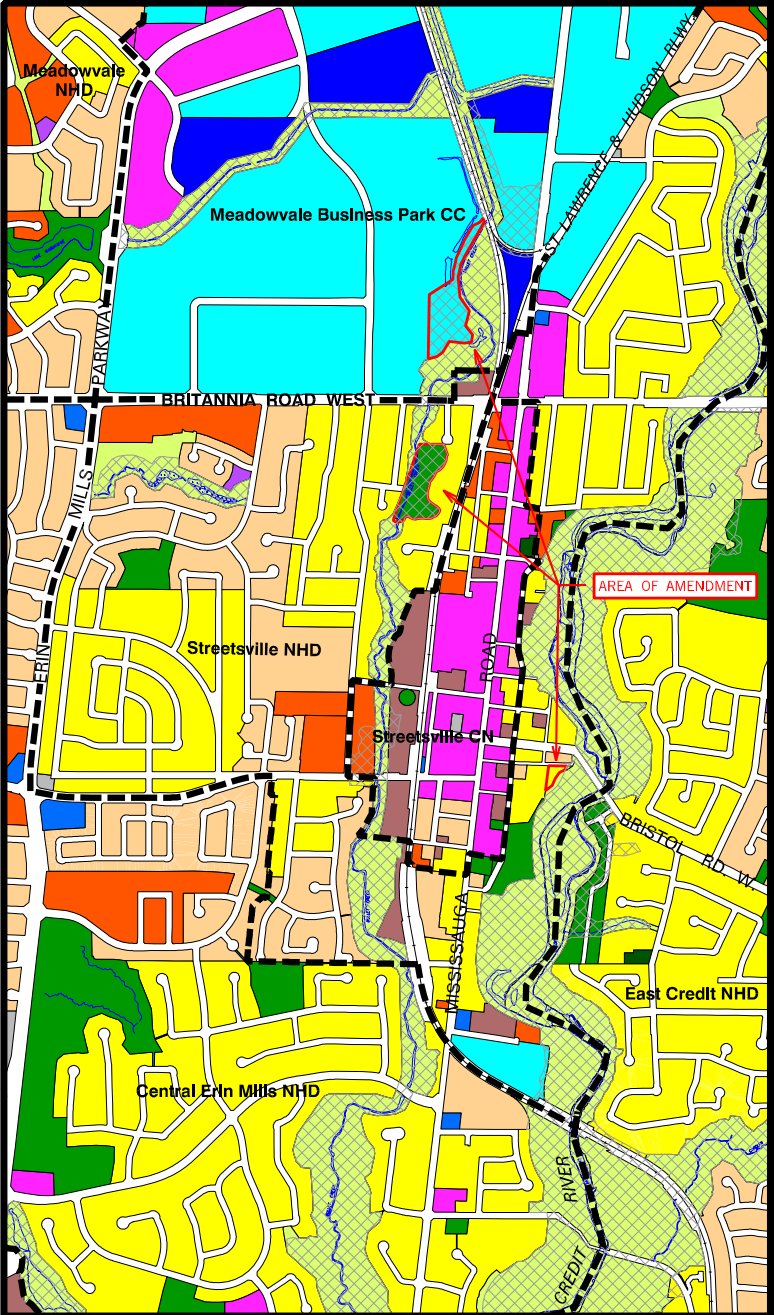
TO  
 Greenbelt



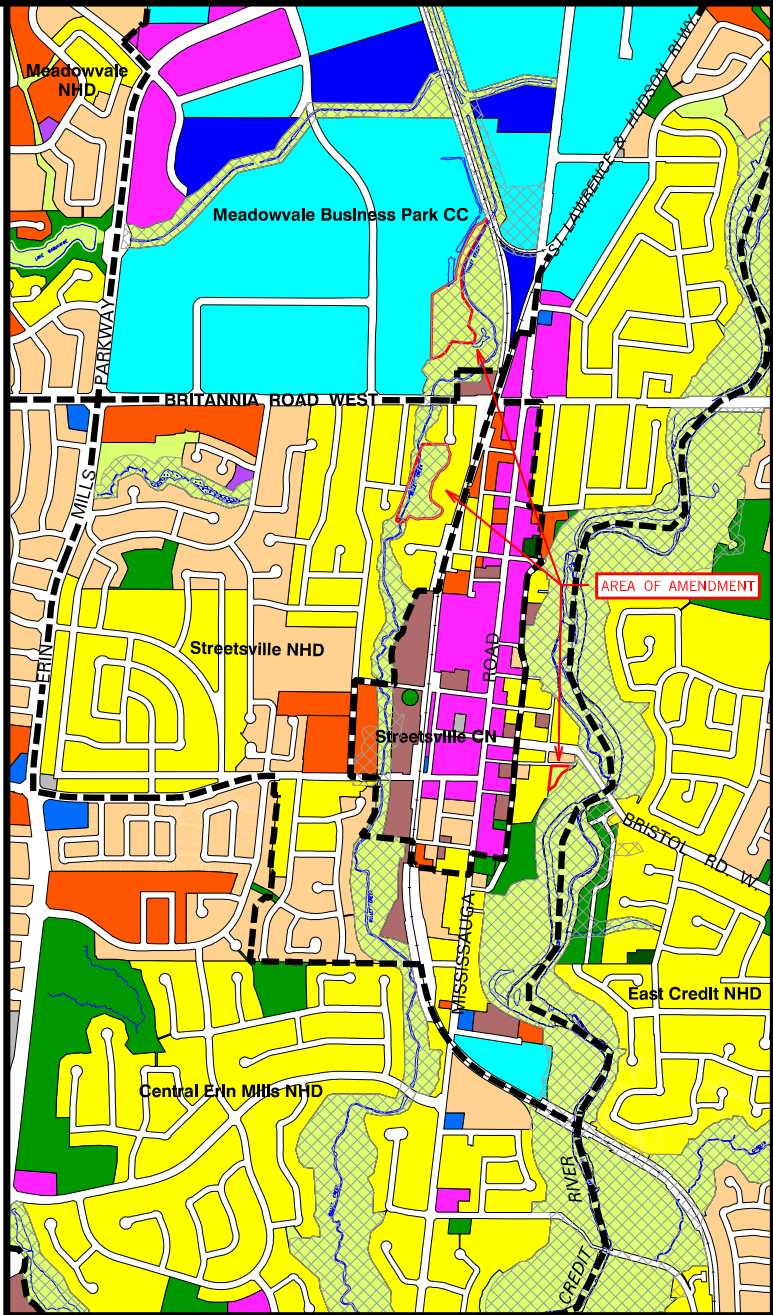
Part of  
Sheridan Neighbourhood and  
Erindale Neighborhood  
Character Area

SCHEDULE 'A' TOGETHER WITH  
THE TEXT CONSTITUTES AMENDMENT No. 2





EXISTING LAND USE DESIGNATIONS



AMENDED LAND USE DESIGNATIONS

- LAND USE DESIGNATIONS**
- |                            |                     |
|----------------------------|---------------------|
| Residential Low Density I  | Business Employment |
| Residential Low Density II | Industrial          |
| Residential Medium Density | Airport             |
| Residential High Density   | Institutional       |
| Downtown Mixed Use         | Public Open Space   |
| Downtown Core Commercial   | Private Open Space  |
| Mixed Use                  | Greenbelt           |
| Convenience Commercial     | Parkway Belt West   |
| Motor Vehicle Commercial   | Utility             |
| Office                     | To Be Determined    |
| Natural Hazards            |                     |
| Character Area Boundary    |                     |

AREA OF AMENDMENT

- FROM**
- Public Open Space
- AND**
- Residential Low Density I
- AND**
- Business Employment
- TO**
- Greenbelt



**Part of  
Streetsville Neighbourhood and  
Meadowvale Business Park Corporate Centre  
Character Area**



EXISTING LAND USE DESIGNATIONS



AMENDED LAND USE DESIGNATIONS

LAND USE DESIGNATIONS

- |                            |                     |
|----------------------------|---------------------|
| Residential Low Density I  | Business Employment |
| Residential Low Density II | Industrial          |
| Residential Medium Density | Airport             |
| Residential High Density   | Institutional       |
| Downtown Mixed Use         | Public Open Space   |
| Downtown Core Commercial   | Private Open Space  |
| Mixed Use                  | Greenbelt           |
| Convenience Commercial     | Parkway Belt West   |
| Motor Vehicle Commercial   | Utility             |
| Office                     | To Be Determined    |
| Natural Hazards            |                     |
| Character Area Boundary    |                     |

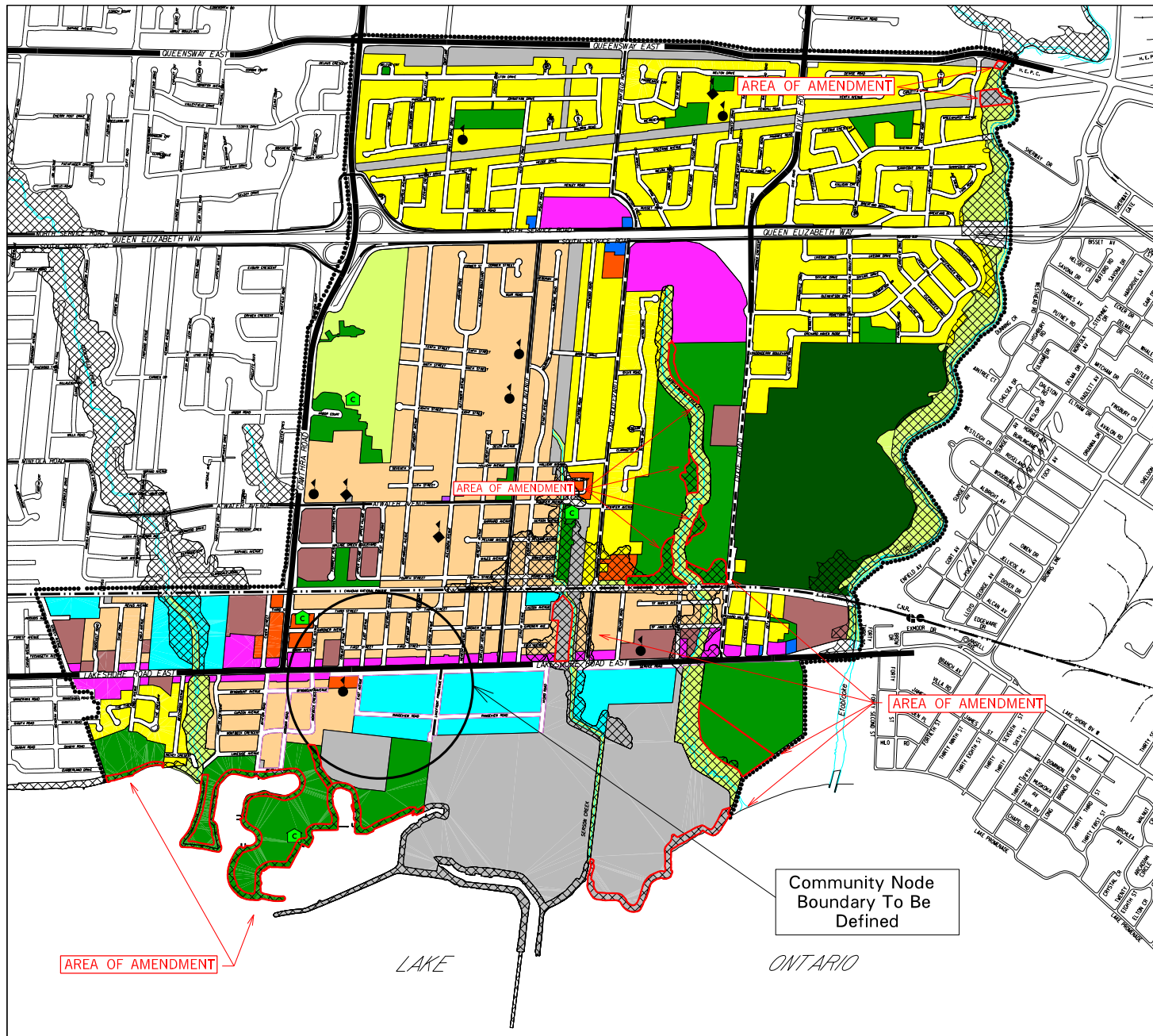
AREA OF AMENDMENT

FROM  
 Public Open Space  
 TO  
 Greenbelt



Part of  
 Western Business Park  
 Employment Area  
 Character Area





#### LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Business Employment
- Public Open Space
- Private Open Space
- Greenbelt
- Utility

#### LAND USE LEGEND

- Natural Hazards
- Public School
- Catholic School

#### TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Major Collector (Scenic Route)
- Minor Collector
- Local Road
- Existing Commuter Rail
- GO Transit Station

#### Notes:

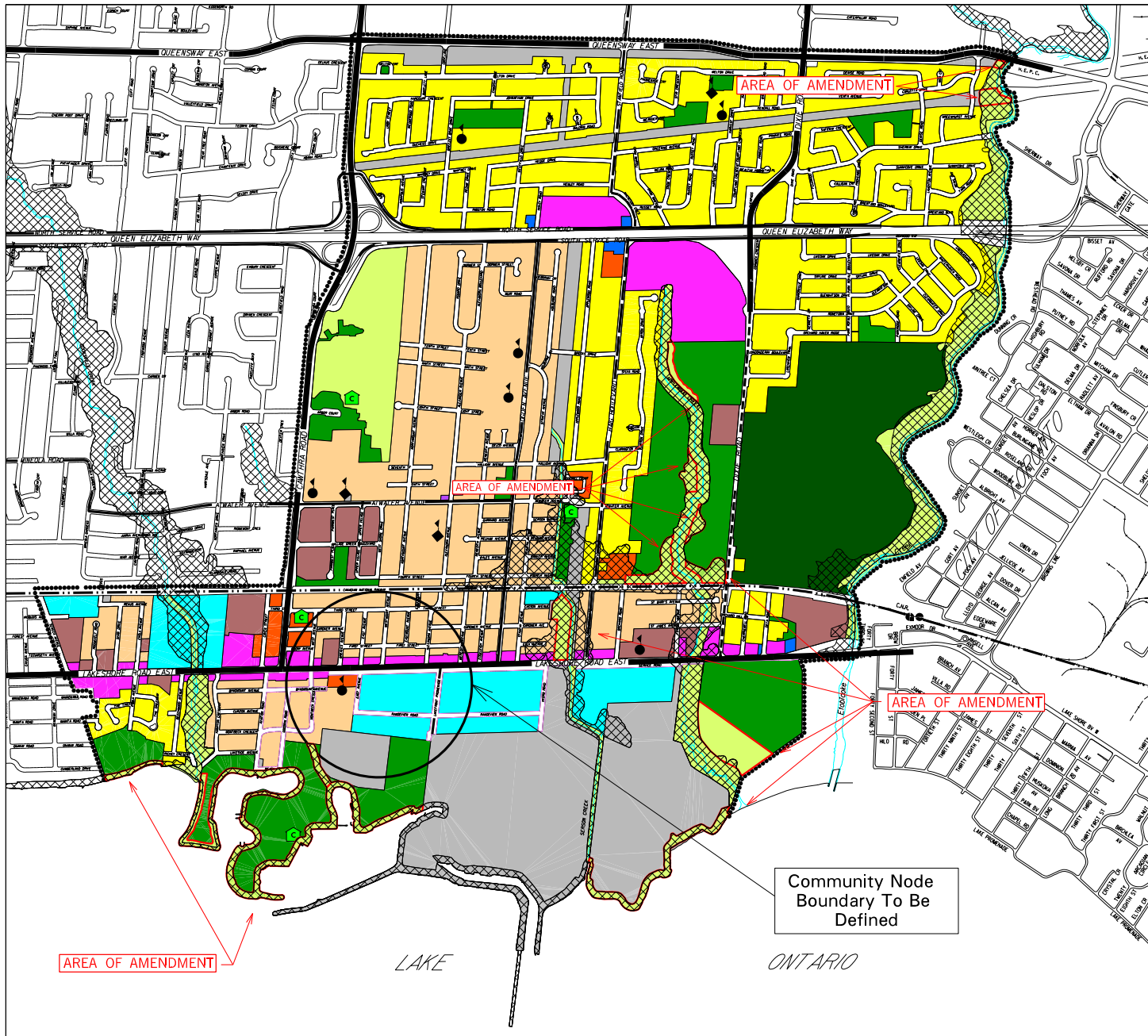
1. Any part of the road network shown outside the city boundaries is shown for information purposes only.
2. Refer to Schedule 3, Natural System for the location of the Natural Areas System and Natural Hazards.
3. The limits of the Natural Hazards shown on this map are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.

### EXISTING LAND USE DESIGNATIONS

#### Lakeview Local Area Plan Land Use Map



City of Mississauga



#### LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Business Employment
- Public Open Space
- Private Open Space
- Greenbelt
- Utility

#### TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Major Collector (Scenic Route)
- Minor Collector
- Local Road
- Existing Commuter Rail
- GO Transit Station

#### LAND USE LEGEND

- Natural Hazards
- Public School
- Catholic School
- Community Facilities
- Local Area Plan Boundary

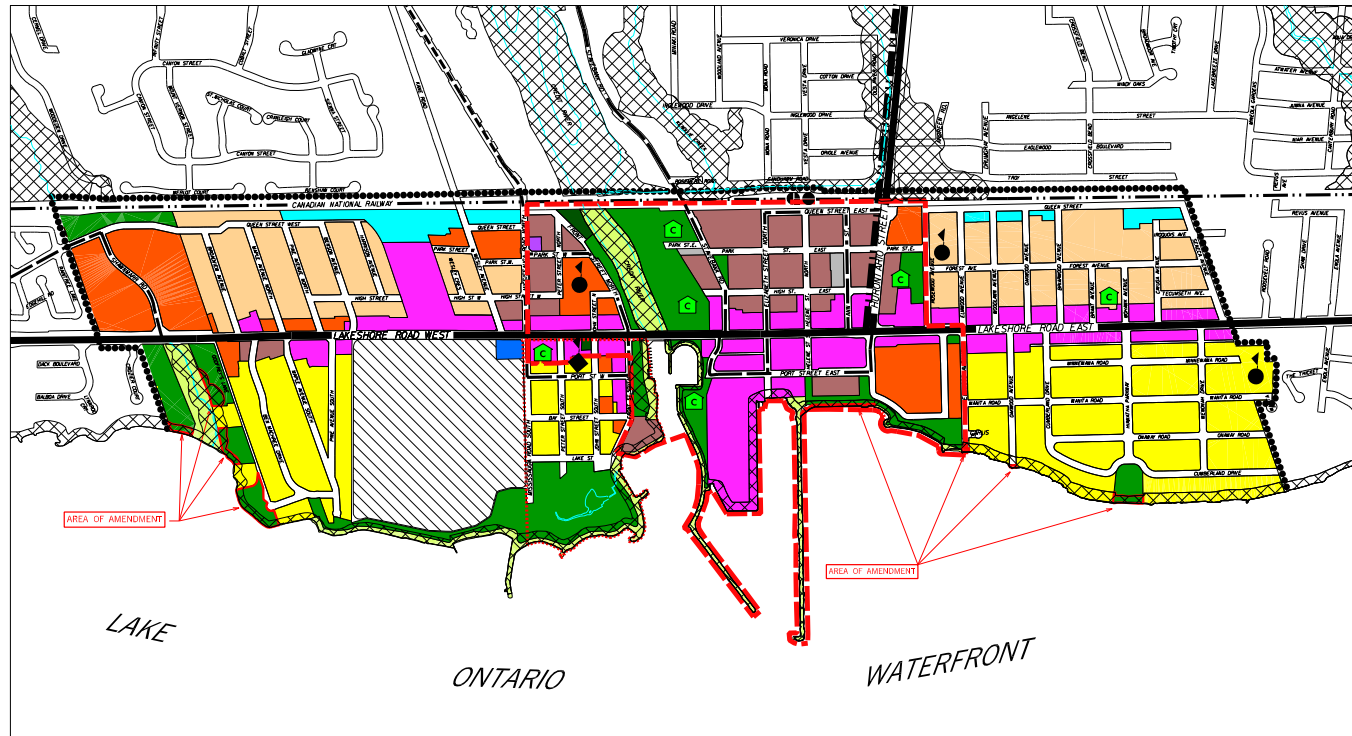
#### Notes:

1. Any part of the road network shown outside the city boundaries is shown for information purposes only.
2. Refer to Schedule 3, Natural System for the location of the Natural Areas System and Natural Hazards.
3. The limits of the Natural Hazards shown on this map are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.

## AMENDED LAND USE DESIGNATIONS

### Lakeview Local Area Plan Land Use Map





#### LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Business Employment
- Public Open Space
- Private Open Space
- Greenbelt
- Utility
- To Be Determined

#### TRANSPORTATION LEGEND

- Arterial
- Major Collector
- Major Collector (Scenic Route)
- Minor Collector
- Local Road
- Existing Commuter Rail
- GO Transit Station
- Higher Order Transit Corridor

#### LAND USE LEGEND

- Community Node Boundary
- Heritage Conservation District
- Natural Hazards
- Public School
- Catholic School
- Community Facilities
- Local Area Plan Boundary

#### Notes:

1. Any part of the road network shown outside the city boundaries is shown for information purposes only.
2. Refer to Schedule 3, Natural System for the location of the Natural Areas System and Natural Hazards.
3. The limits of the Natural Hazards shown on this map are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.

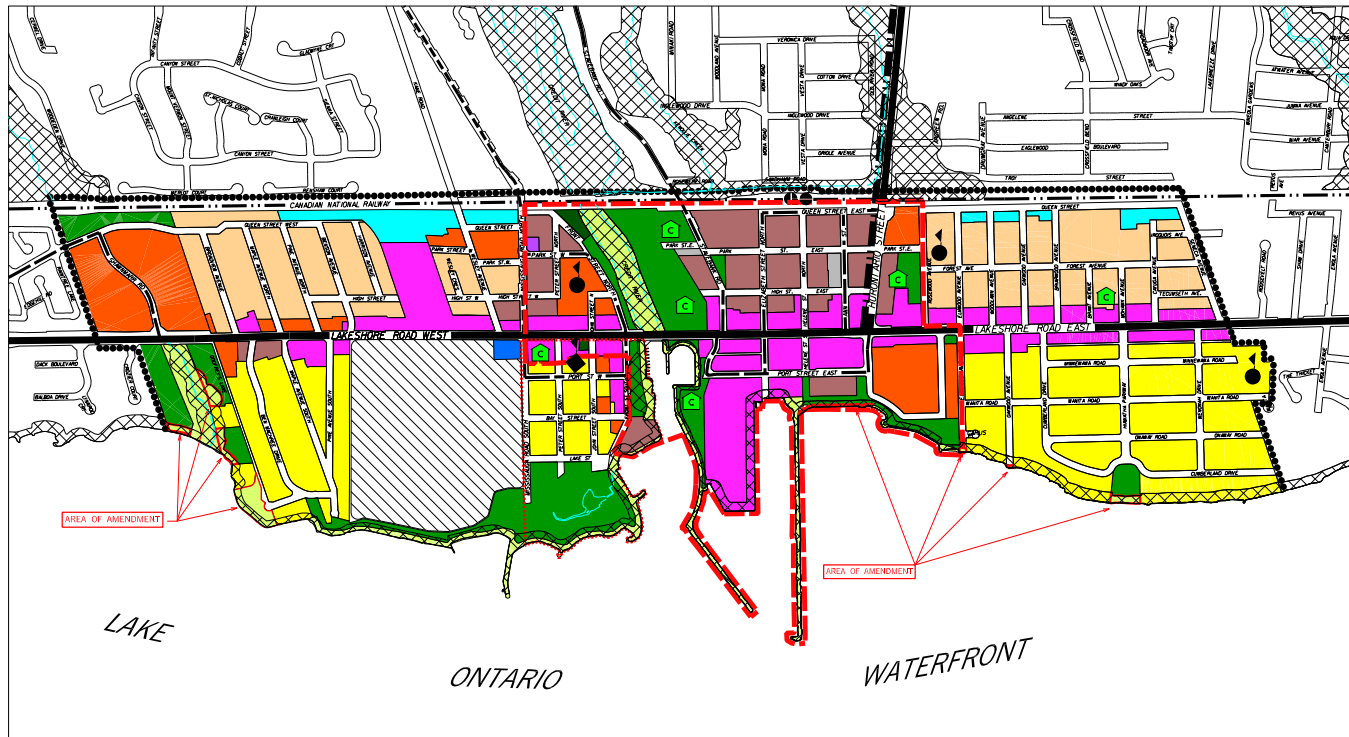
### EXISTING LAND USE DESIGNATIONS

## Port Credit Local Area Plan Land Use Map

City of Mississauga







#### LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Business Employment
- Public Open Space
- Private Open Space
- Greenbelt
- Utility
- To Be Determined

#### TRANSPORTATION LEGEND

- Arterial
- Major Collector
- Major Collector (Scenic Route)
- Minor Collector
- Local Road
- Existing Commuter Rail
- GO Transit Station
- Higher Order Transit Corridor

#### LAND USE LEGEND

- Community Node Boundary
- Heritage Conservation District
- Natural Hazards
- Public School
- Catholic School
- Community Facilities
- Local Area Plan Boundary

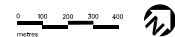
#### Notes:

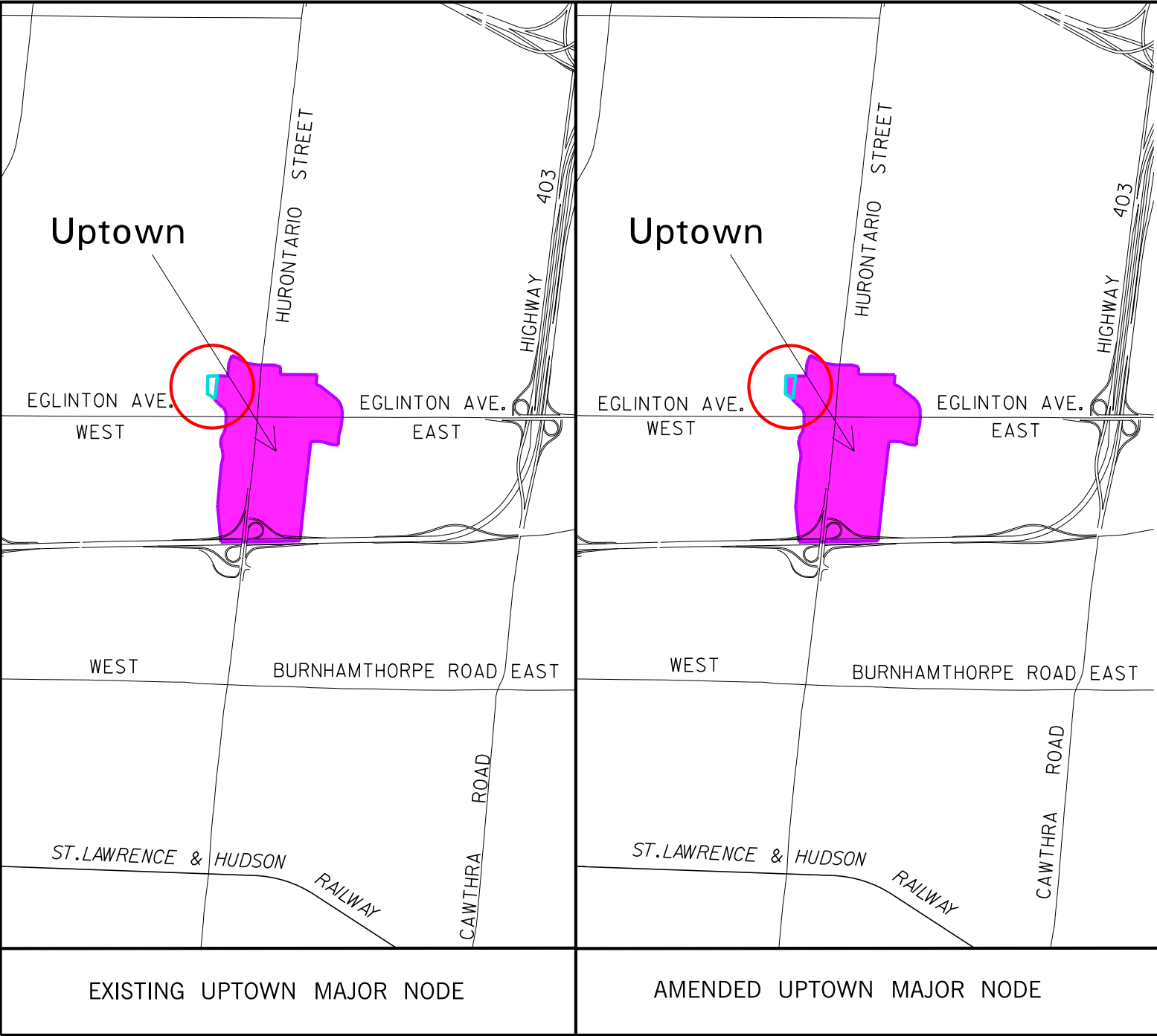
1. Any part of the road network shown outside the city boundaries is shown for information purposes only.
2. Refer to Schedule 3, Natural System for the location of the Natural Areas System and Natural Hazards.
3. The limits of the Natural Hazards shown on this map are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.

### AMENDED LAND USE DESIGNATIONS

#### Port Credit Local Area Plan Land Use Map

City of Mississauga





City Structure

Major Node

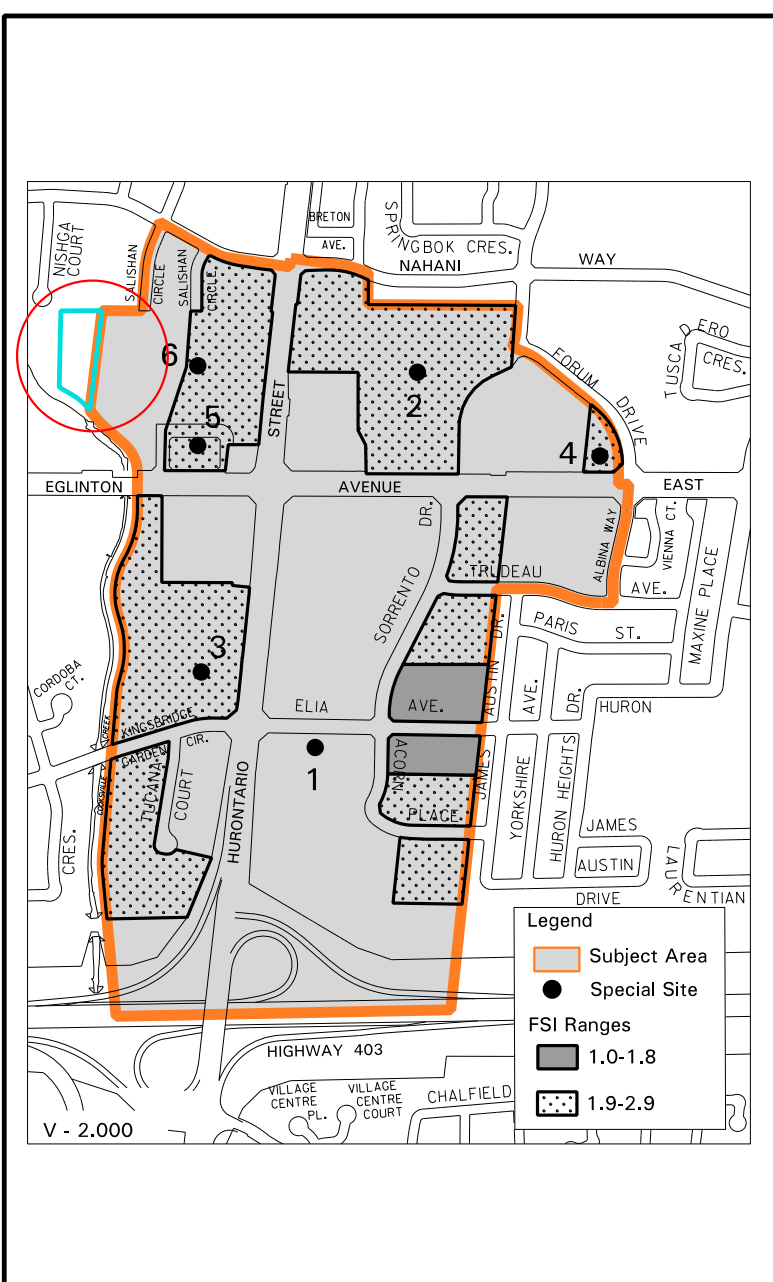
Amended Area

0 200 400 600 800 metres

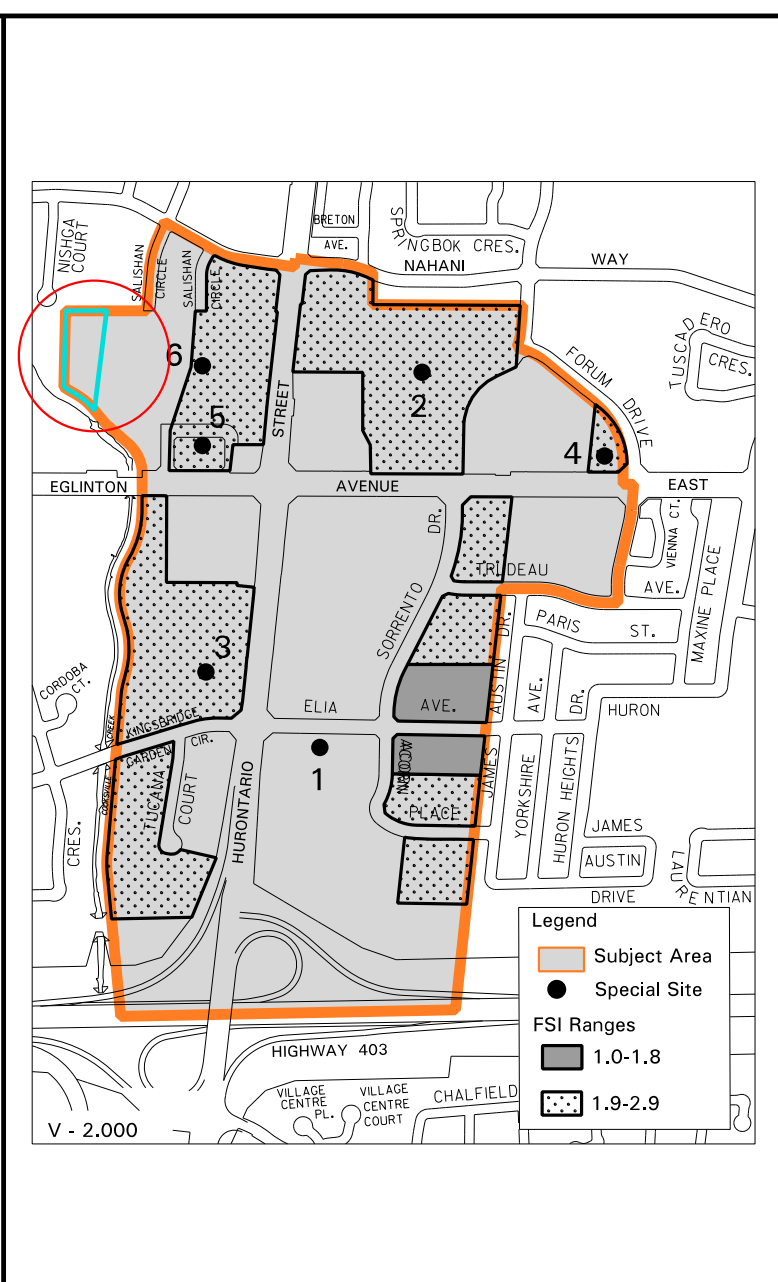
Part of Map 13-1  
City Structure – Major Nodes  
of Mississauga Official Plan

City of Mississauga

C:\p\add\Project\Report\Map\202013\_MOP\_General Amendment\_2021\Vector\All Maps\see To Station\_2021\_20\_2021\Neighborhoods Character Areas and Node\_Revision\MAP\_13-1\_MajorNodes\_general.dwg



Schedule 'B'  
EXISTING UPTOWN MAJOR NODE CHARACTER AREA



Schedule 'B'  
AMENDED UPTOWN MAJOR NODE CHARACTER AREA

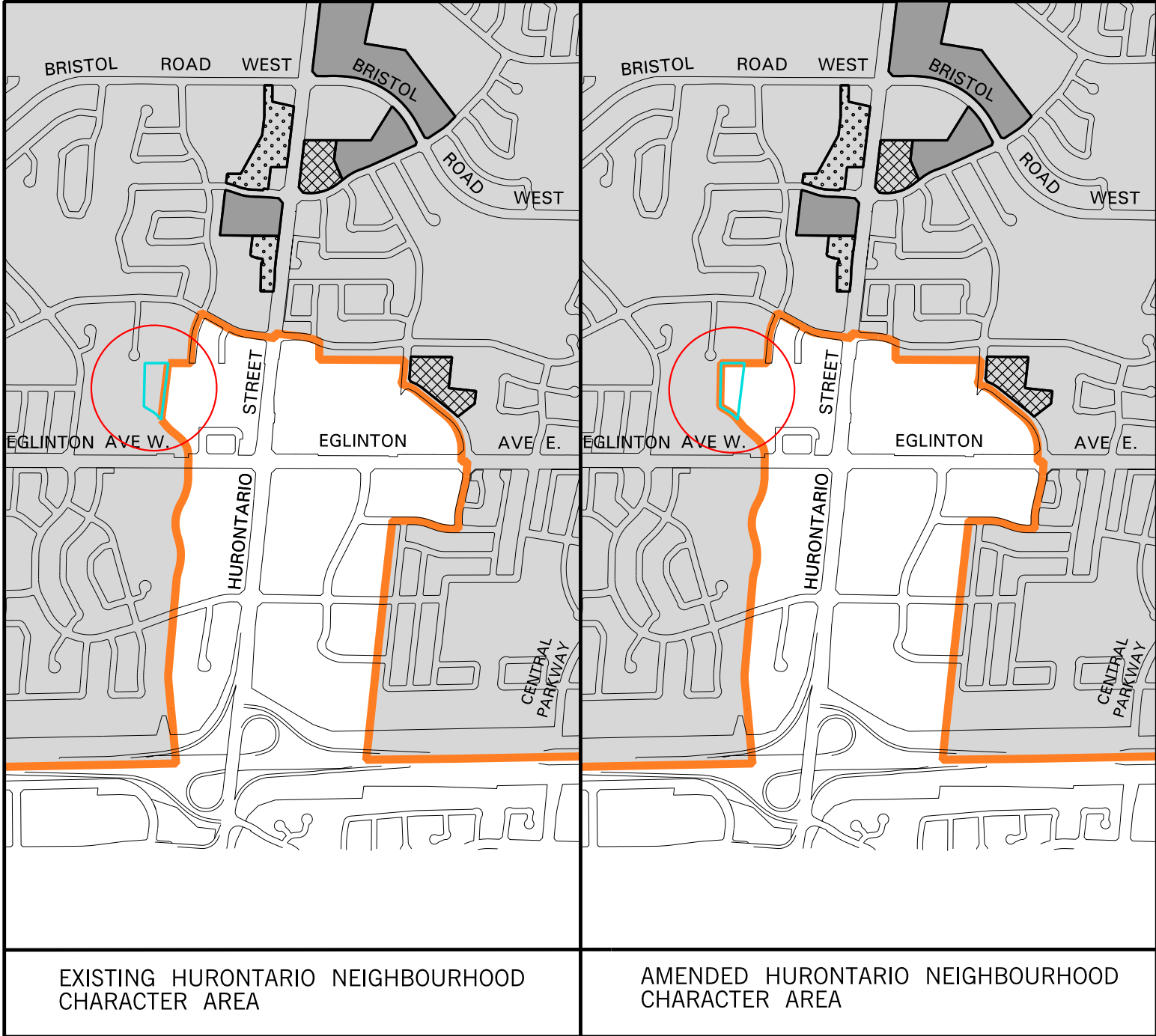
Map 13-3  
Uptown Major Node Character Area  
of Mississauga Official Plan

City of Mississauga

Amended Area

0 50 100 150 200 metres



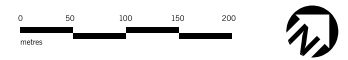


Legend

- Subject Area
- Exempt Site
- Amended Area

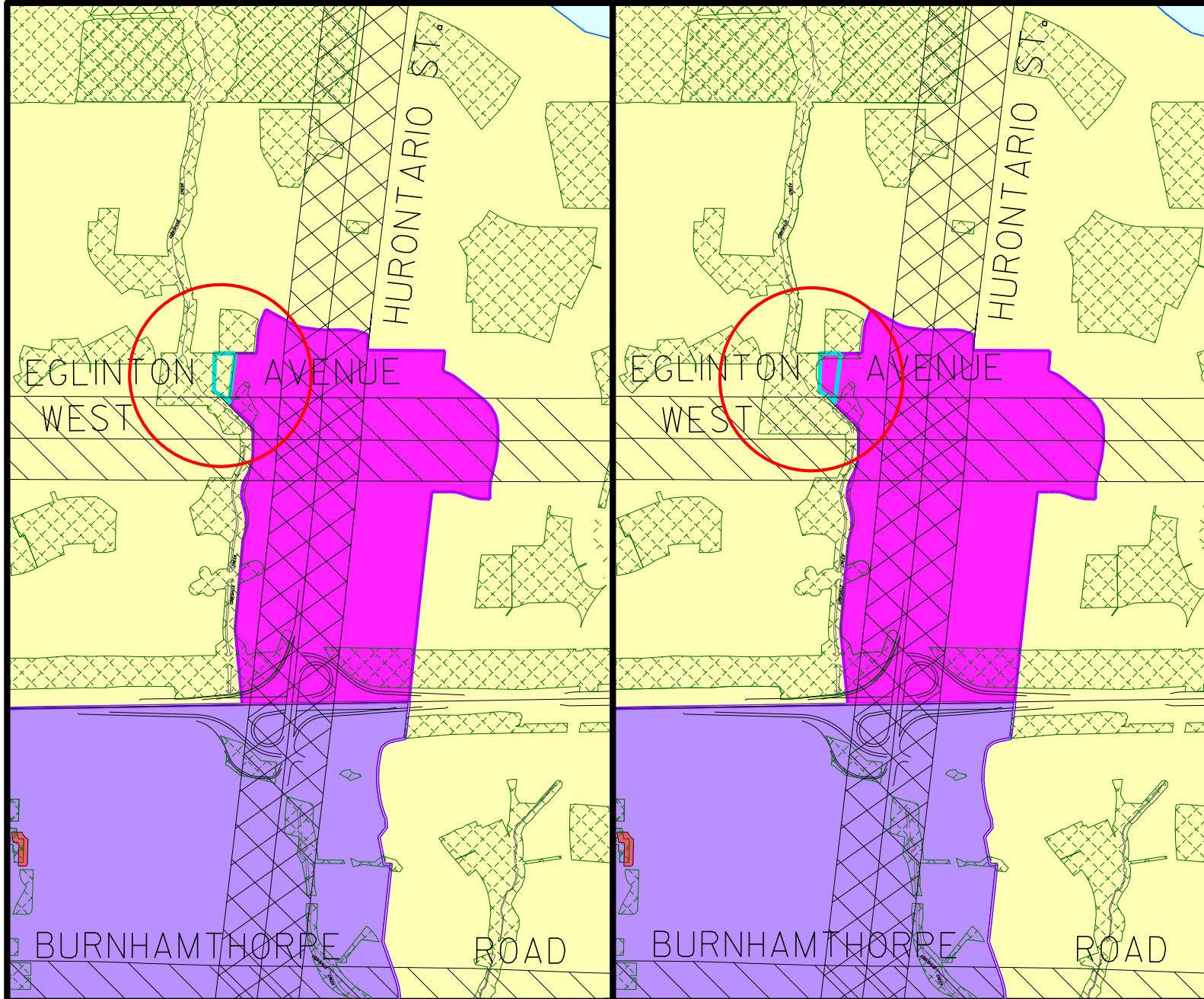
FSI Ranges

- 0.4-0.9
- 1.0-1.8
- 1.9-2.9




Part of Map 16-12  
Hurontario Neighbourhood  
Character Area  
of Mississauga Official Plan  
City of Mississauga







## LEGEND:

### Green System


 Green System

### City Structure


 Downtown

 Major Node

 Community Node

 Neighbourhood


 Corporate Centre

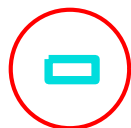
 Employment Area

 Special Purpose Area

### Corridors

 Corridor

 Intensification Corridor



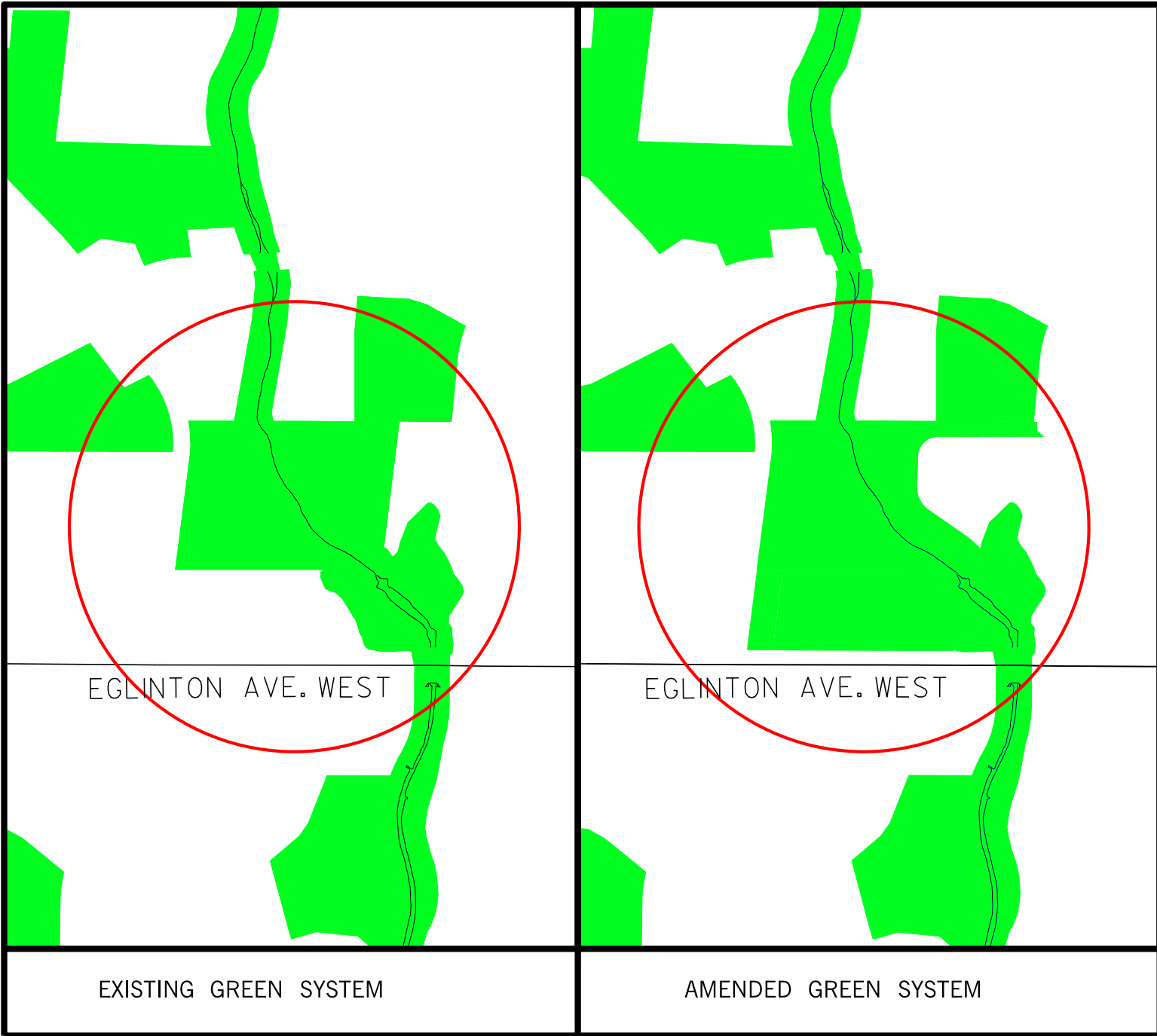
**AMENDED AREA**

### Note:



Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



Part of  
Schedule 1  
Urban System  
of Mississauga Official Plan  
City of Mississauga



LEGEND

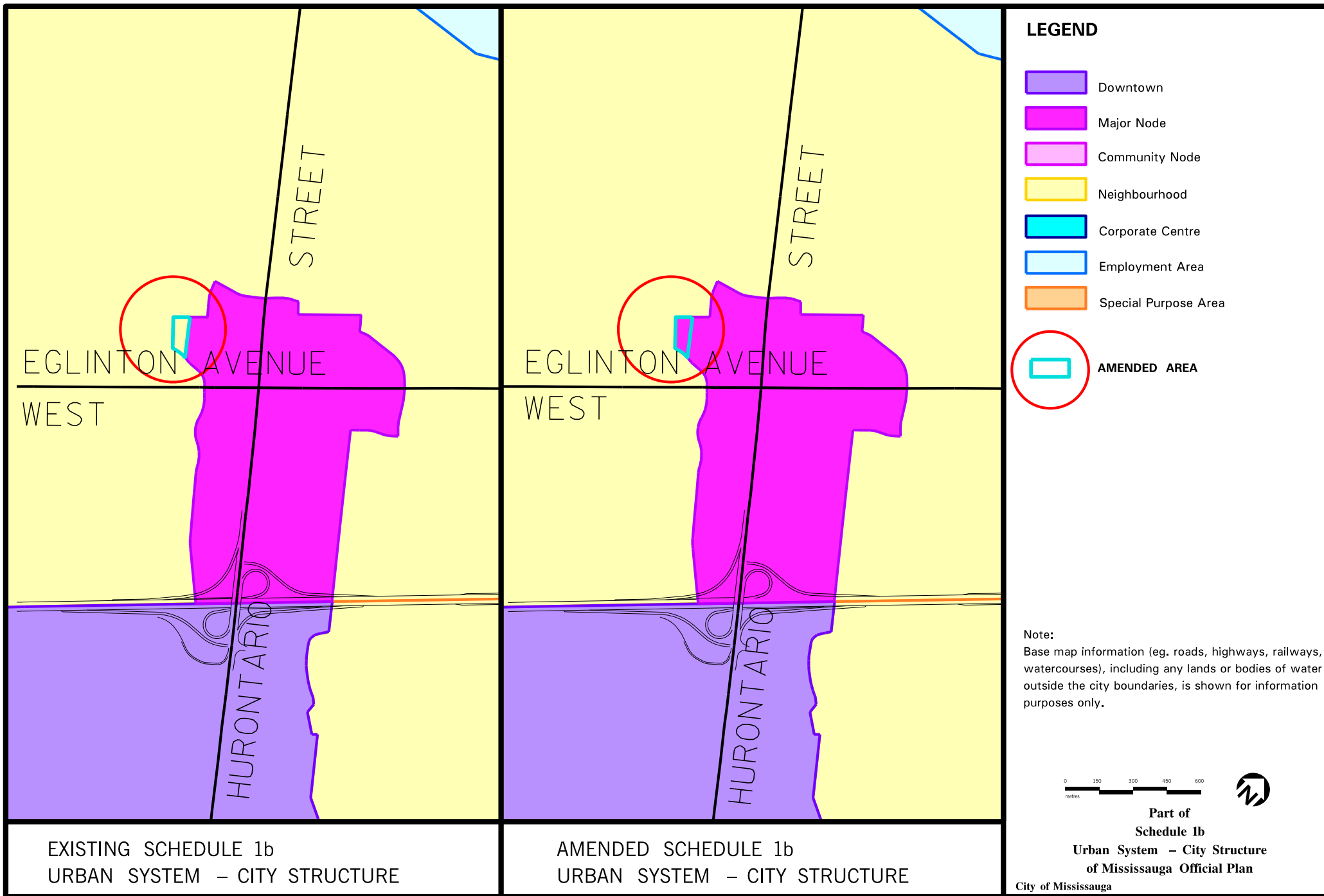
-  AREA OF AMENDMENT
-  GREEN SYSTEM

Note:  
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.









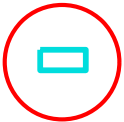
Part of  
Schedule 1 a  
Urban System-Green System  
of Mississauga Official Plan  
City of Mississauga

V - 2.001



LEGEND

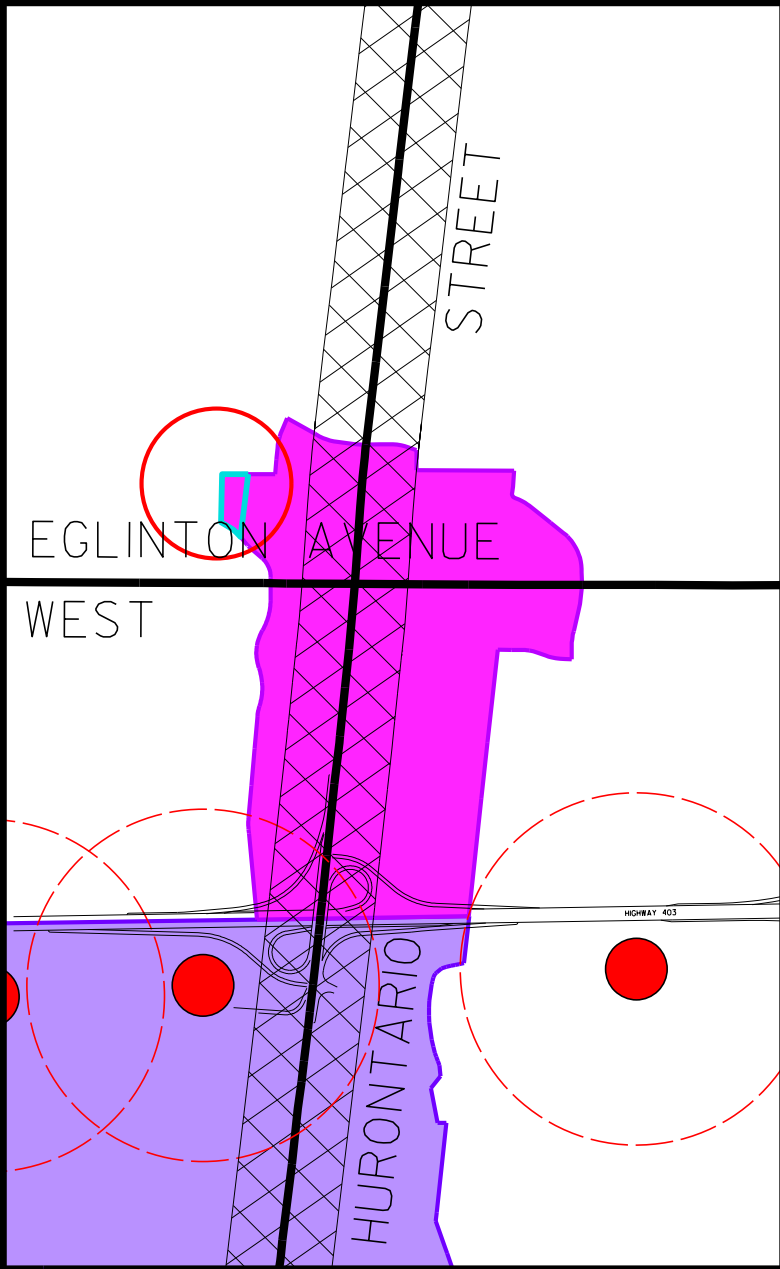
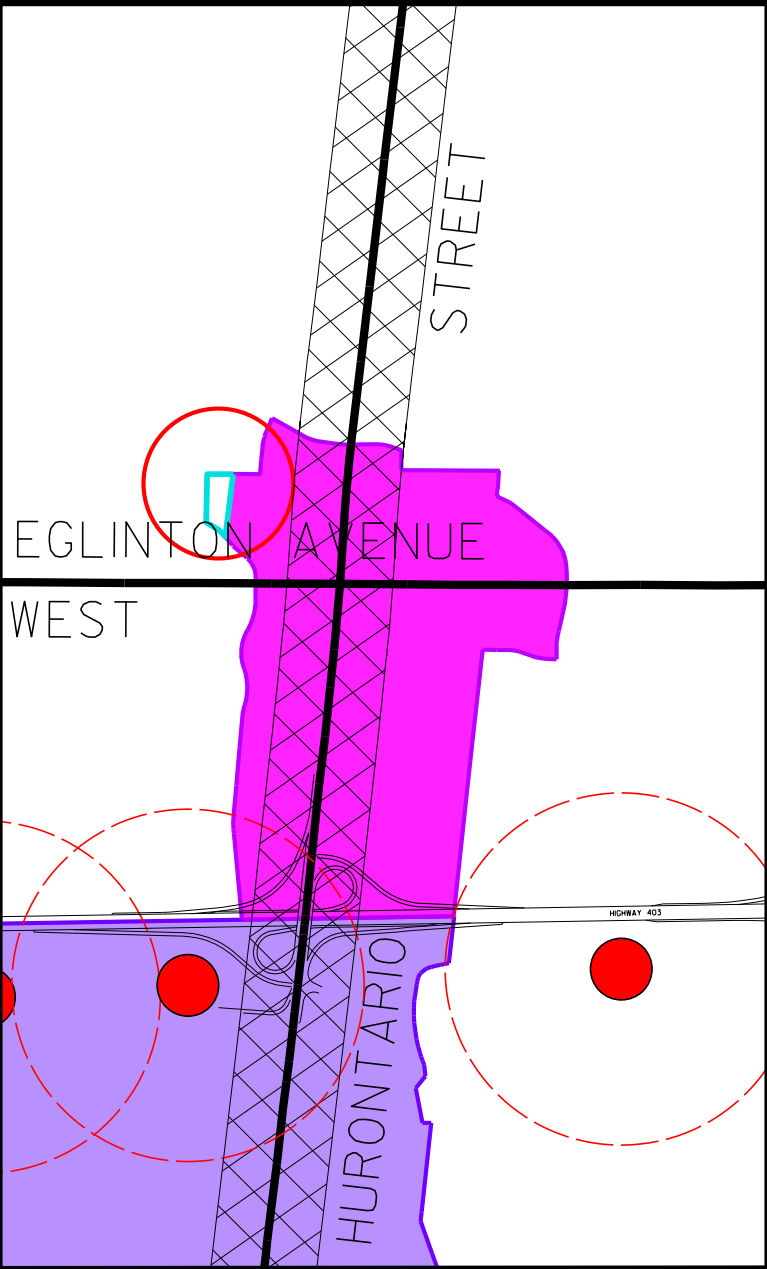
-  Downtown
-  Major Node
-  Community Node
-  Corporate Centre
-  Intensification Corridor
-  Major Transit Station Area with 500m radius circle

-  AMENDED AREA

**Note:**  
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



Part of  
Schedule 2  
Intensification Areas  
of Mississauga Official Plan  
City of Mississauga



# LEGEND



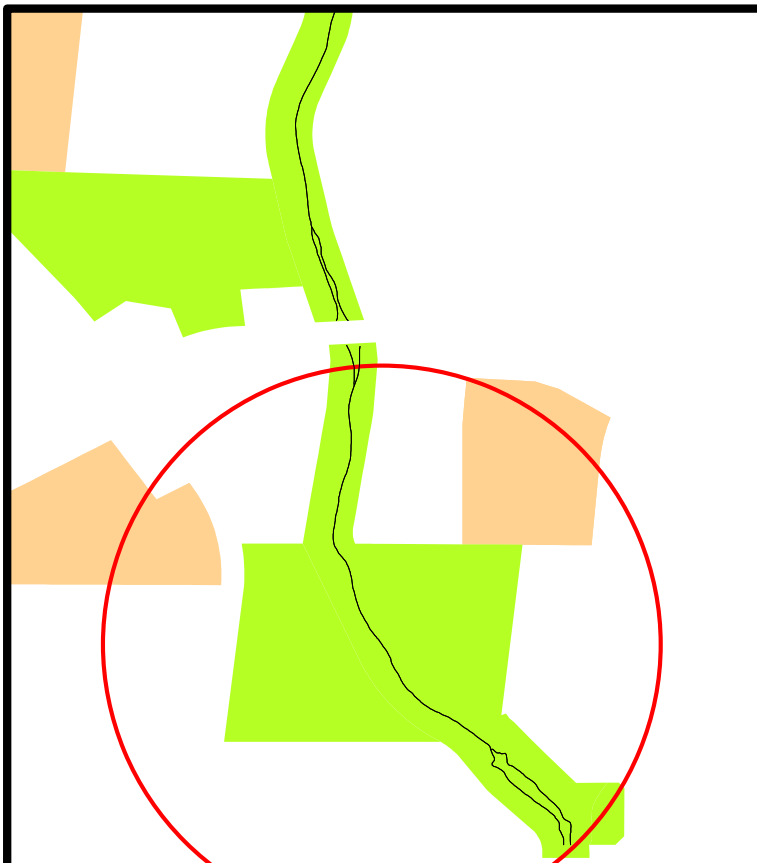
## Notes:

1. The entire Green System is shown on Schedule 1a.
2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The Public and Private Open Spaces identified on this Schedule include lands designated Public Open Space, Private Open Space and Greenbelt as shown on Schedule 10.



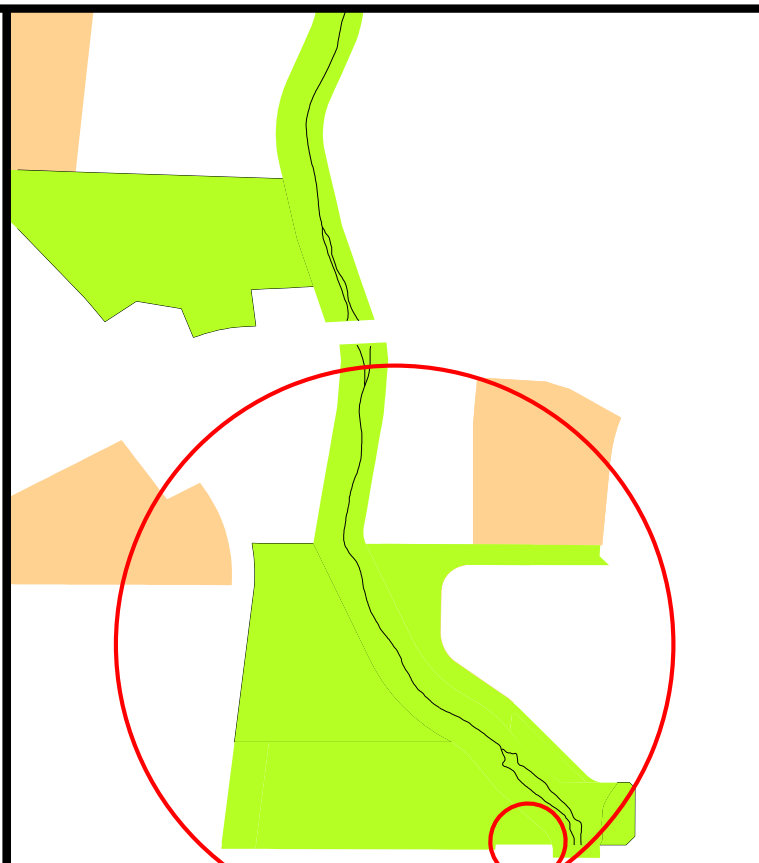
Part of  
Schedule 4  
Parks and Open Spaces  
of Mississauga Official Plan  
City of Mississauga

V - 2.001



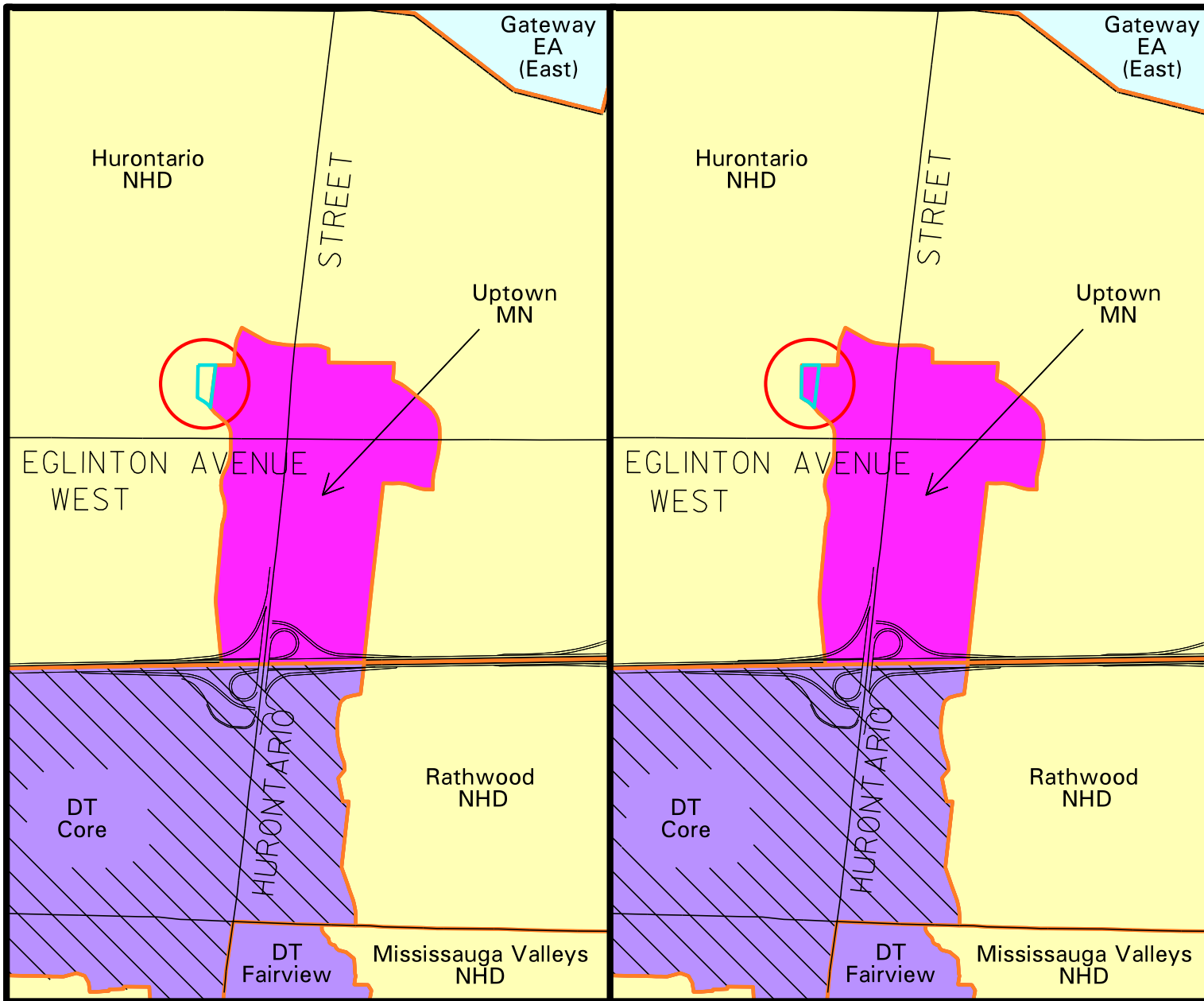
EGLINTON AVE. WEST

EXISTING PUBLIC AND PRIVATE OPEN SPACE



EGLINTON AVE. WEST

AMENDED PUBLIC AND PRIVATE OPEN SPACE



EXISTING SCHEDULE 9 CHARACTER AREAS

AMENDED SCHEDULE 9 CHARACTER AREAS

LEGEND

- Character Area
- Amended Character Area

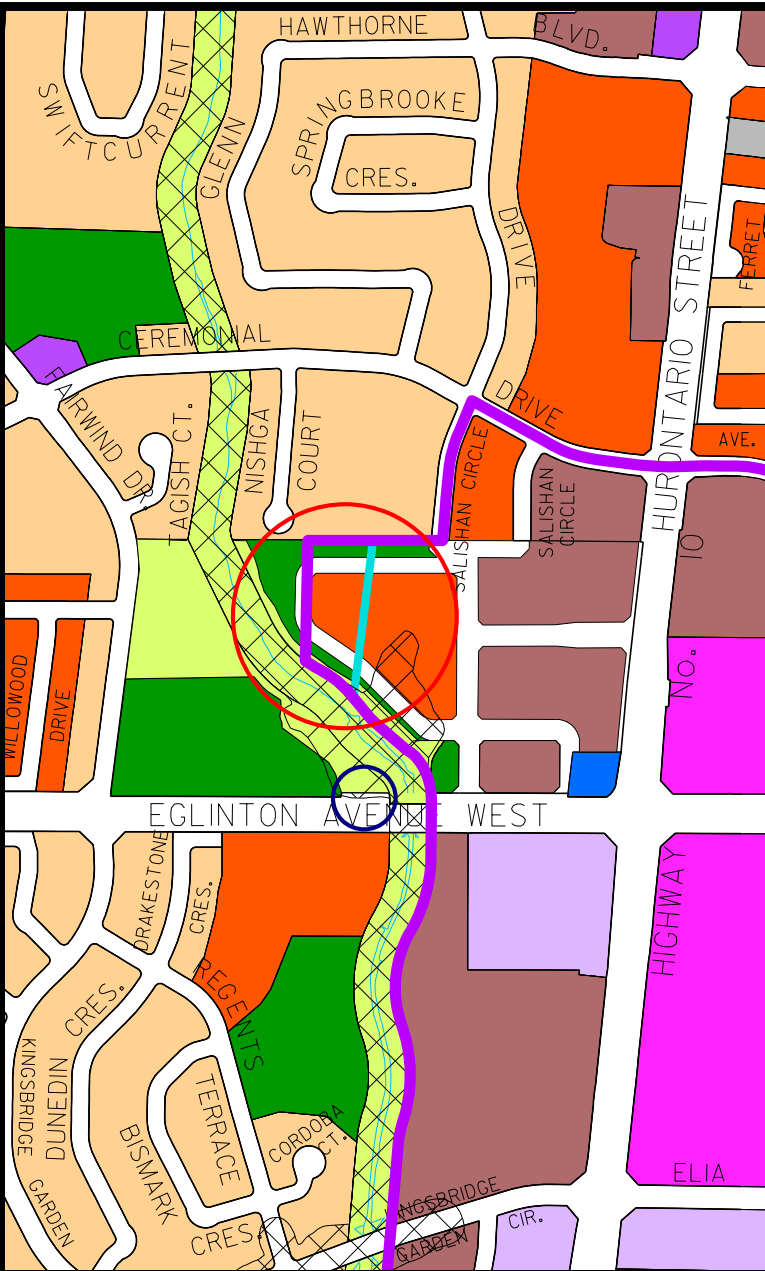
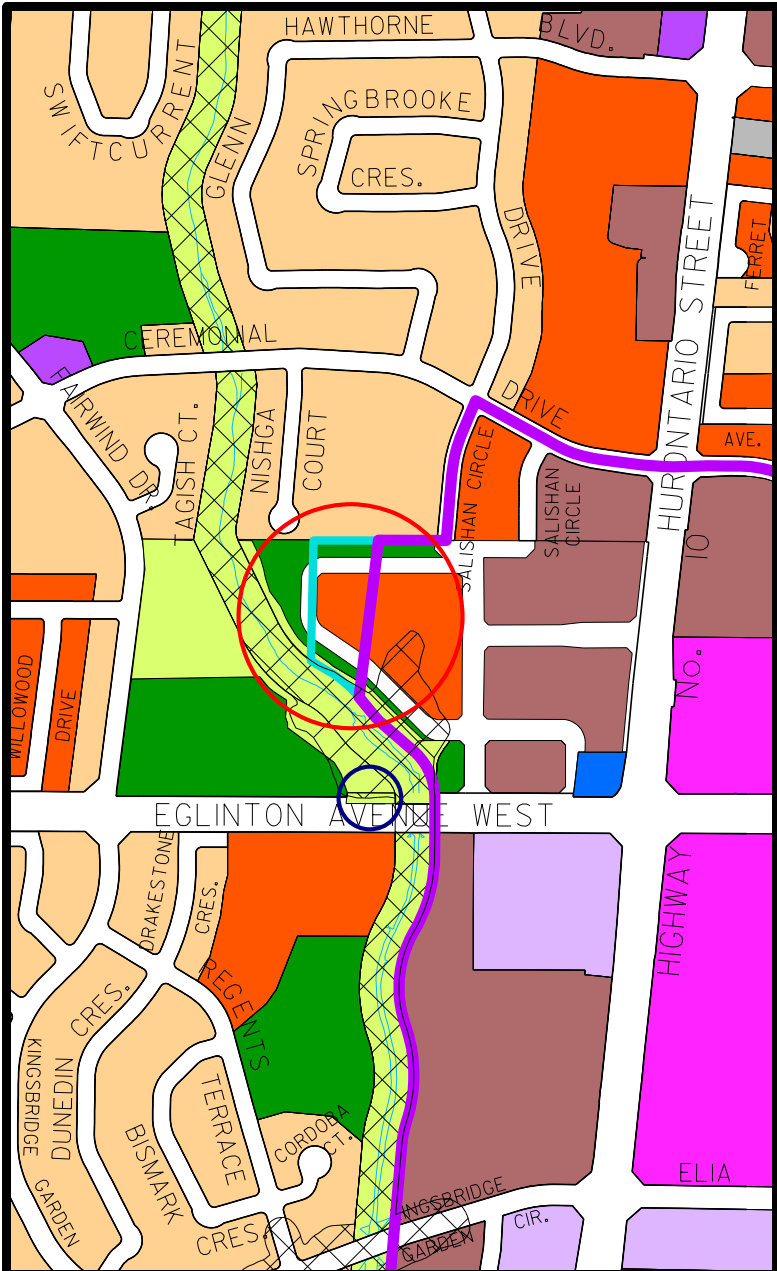
City Structure

- Downtown (DT)
- Major Node (MN)
- Community Node (CN)
- Neighbourhood (NHD)
- Corporate Centre (CC)
- Employment Area (EA)
- Special Purpose Area (SPA)
- Character Area Subject to Local Area Plan

Note:  
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



Part of  
Schedule 9  
Character Areas  
of Mississauga Official Plan  
City of Mississauga



#### LAND USE DESIGNATIONS

|  |                            |  |                     |
|--|----------------------------|--|---------------------|
|  | Residential Low Density I  |  | Business Employment |
|  | Residential Low Density II |  | Industrial          |
|  | Residential Medium Density |  | Airport             |
|  | Residential High Density   |  | Institutional       |
|  | Downtown Mixed Use         |  | Public Open Space   |
|  | Downtown Core Commercial   |  | Private Open Space  |
|  | Mixed Use                  |  | Greenbelt           |
|  | Convenience Commercial     |  | Parkway Belt West   |
|  | Motor Vehicle Commercial   |  | Utility             |
|  | Office                     |  | To Be Determined    |

UPTOWN NODE CHARACTER AREA BOUNDARY

Amended Area – Node Boundary

Amended Area – Greenbelt

#### Notes

1. The limits of the Natural Hazards shown on this schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.
2. Base map information (eg, roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. Roads shown on this schedule are existing or under construction and are shown for information purposes only. For future roads refer to Schedule 5, Long Term Road Network.

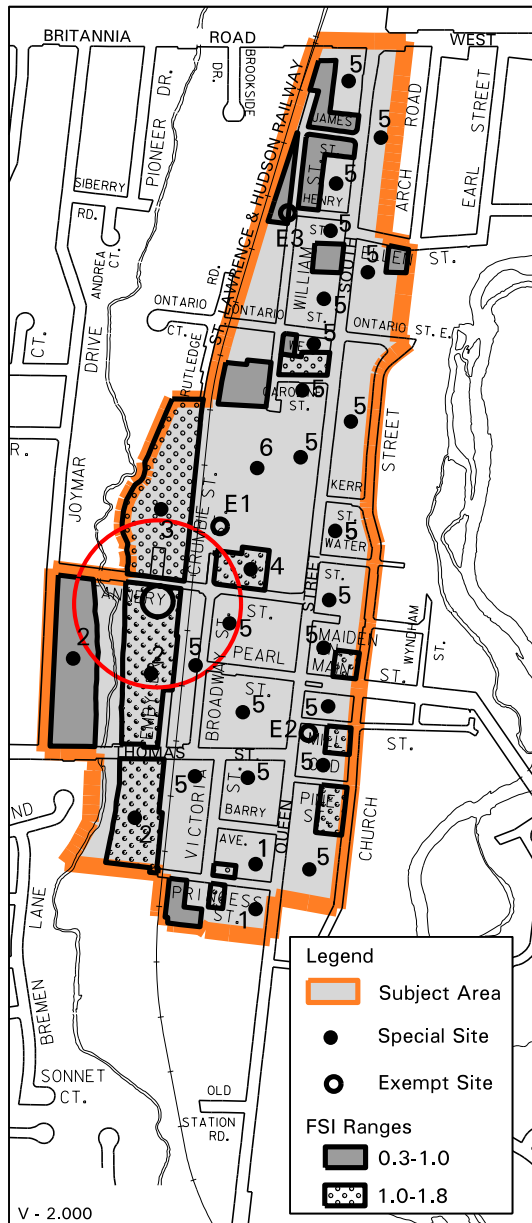


EXISTING UPTOWN MAJOR NODE BOUNDARY AND GREENBELT

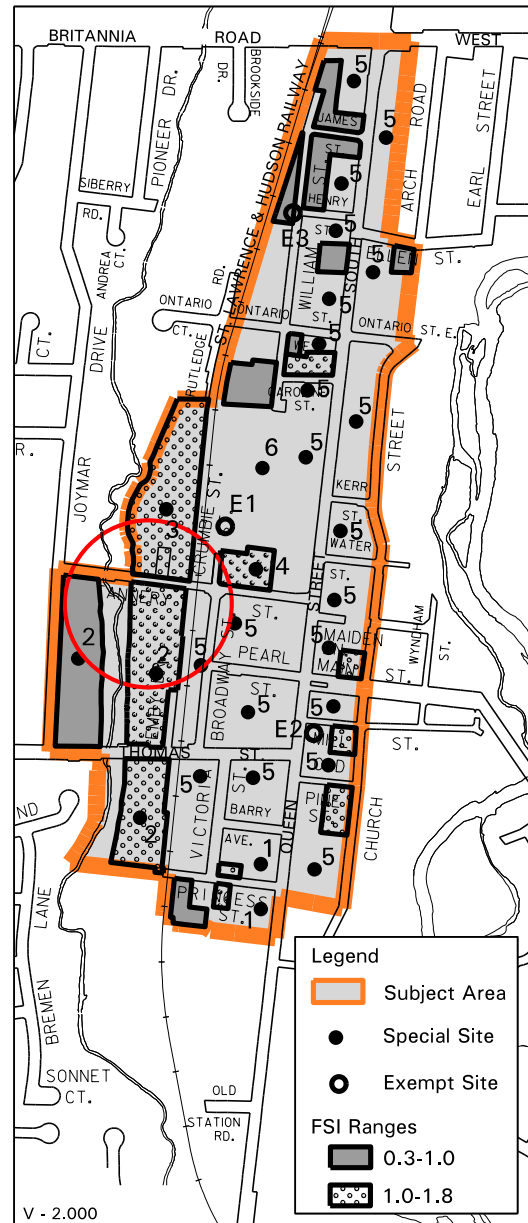
AMENDED UPTOWN MAJOR NODE BOUNDARY AND GREENBELT

Part of  
Schedule 10  
Land Use Designations  
of Mississauga Official Plan



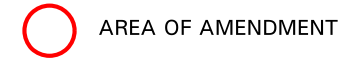


EXISTING MAP 14-11: STREETSVILLE  
COMMUNITY NODE CHARACTER AREA



AMENDED MAP 14-11: STREETSVILLE  
COMMUNITY NODE CHARACTER AREA

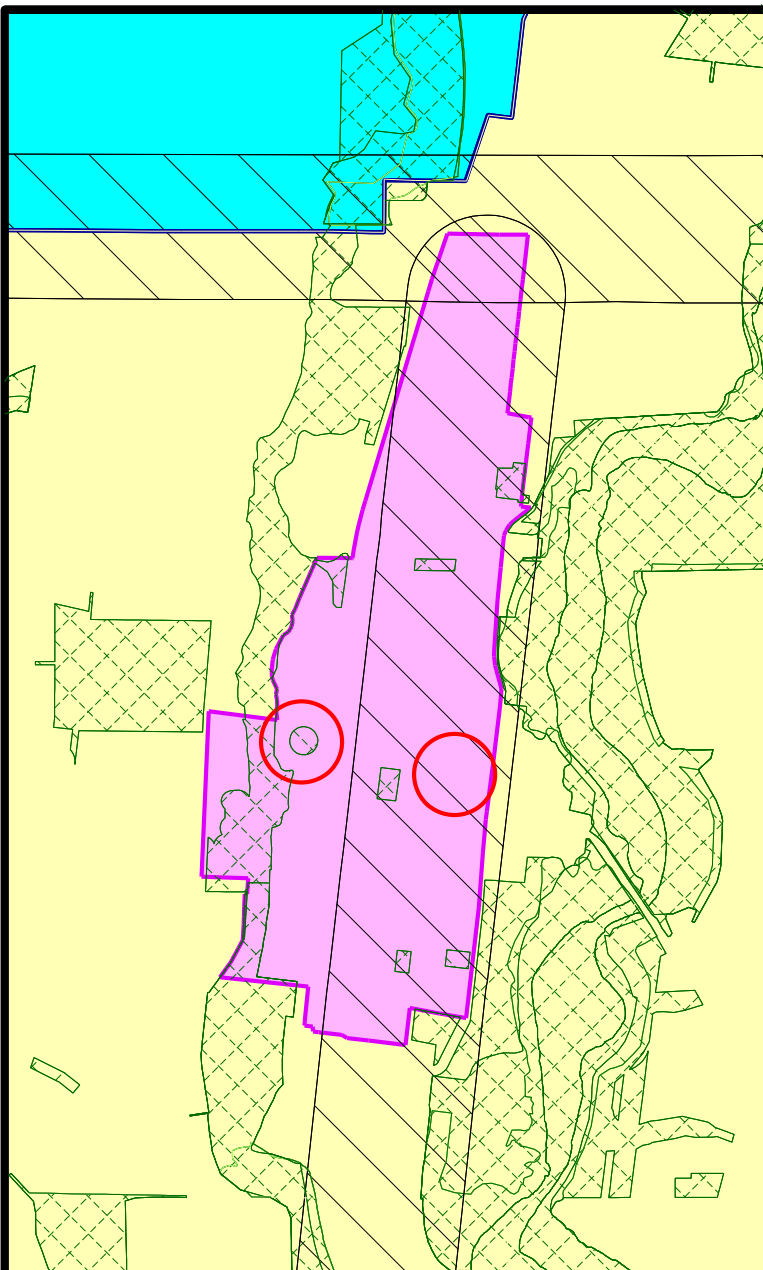
# LEGEND



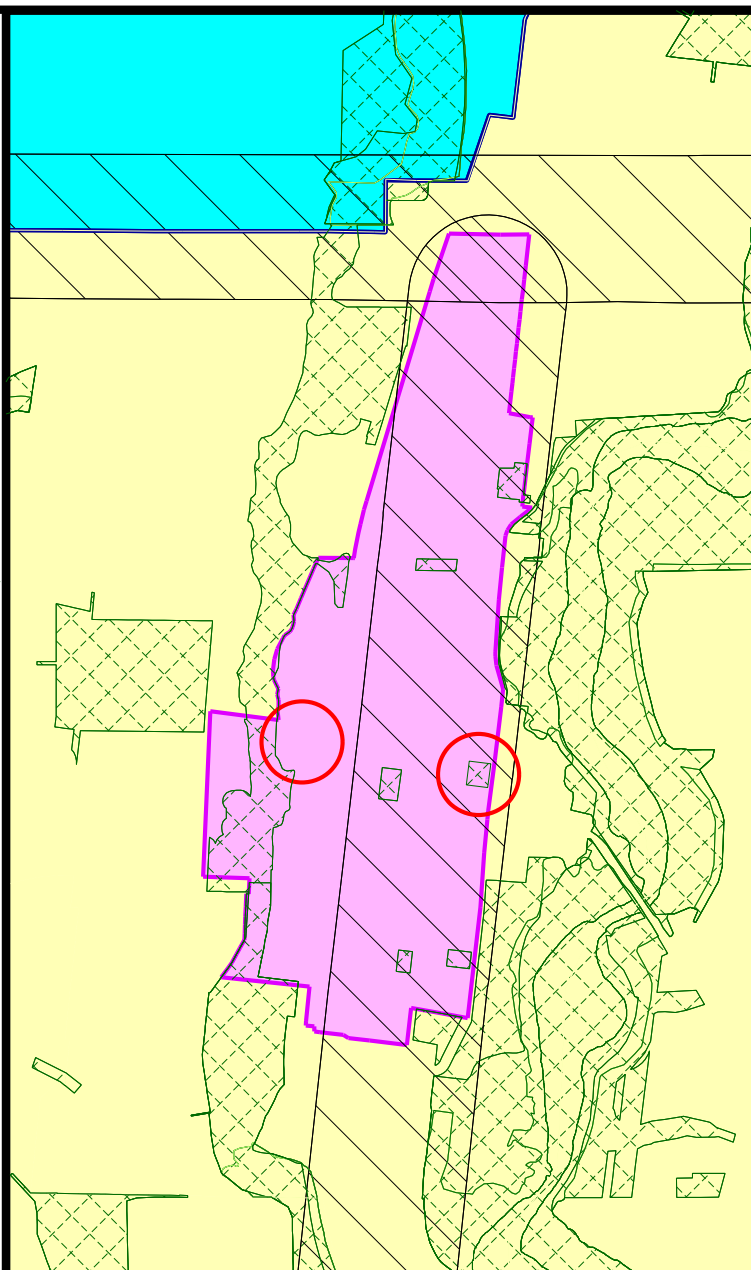
Part of Mississauga Official Plan

City of Mississauga






EXISTING URBAN SYSTEM – GREEN SYSTEM



## AMENDED URBAN SYSTEM – GREEN SYSTEM

## LEGEND


## Green System

 Green System

## City Structure

☐ Downtown


 Major Node

 Community Node


Neighbourhood

 Corporate Centre


 Employment Area

 Special Purpose Area

## Corridors

 Corridor

 Intensification Corridor

 AREA OF AMENDMENT

Note:

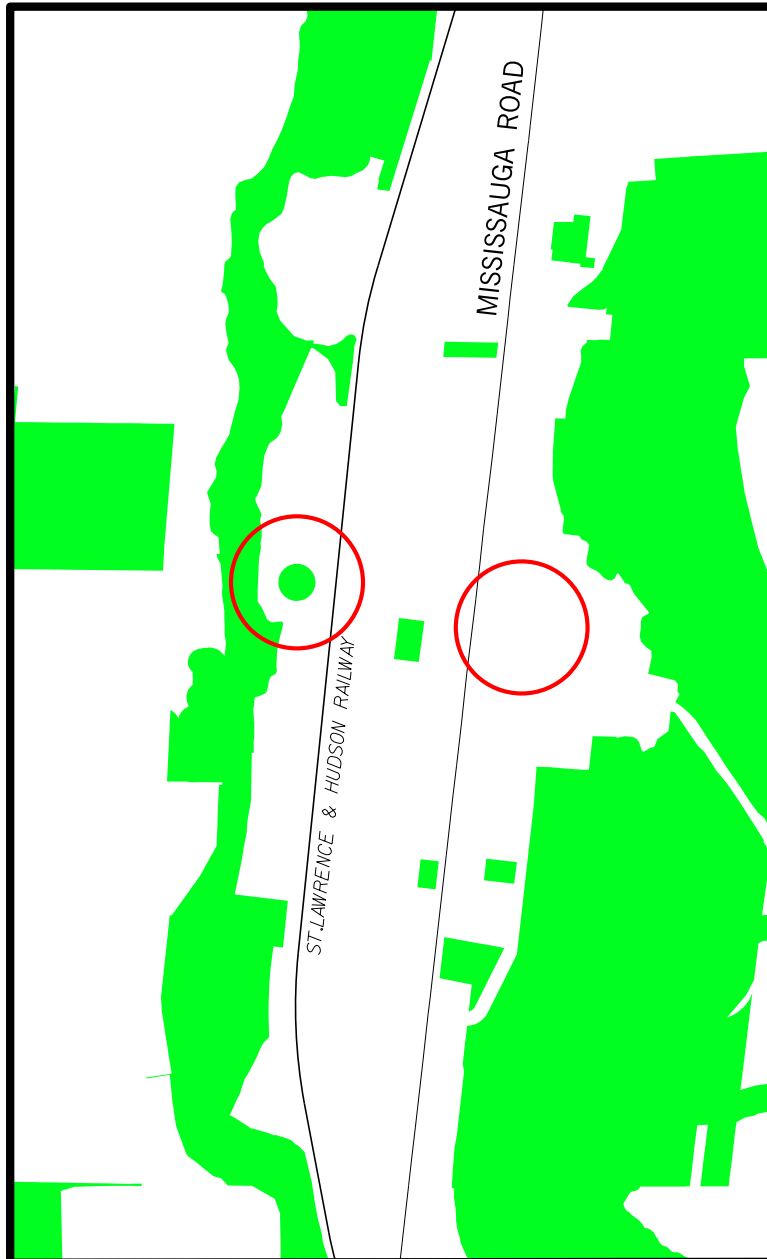
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



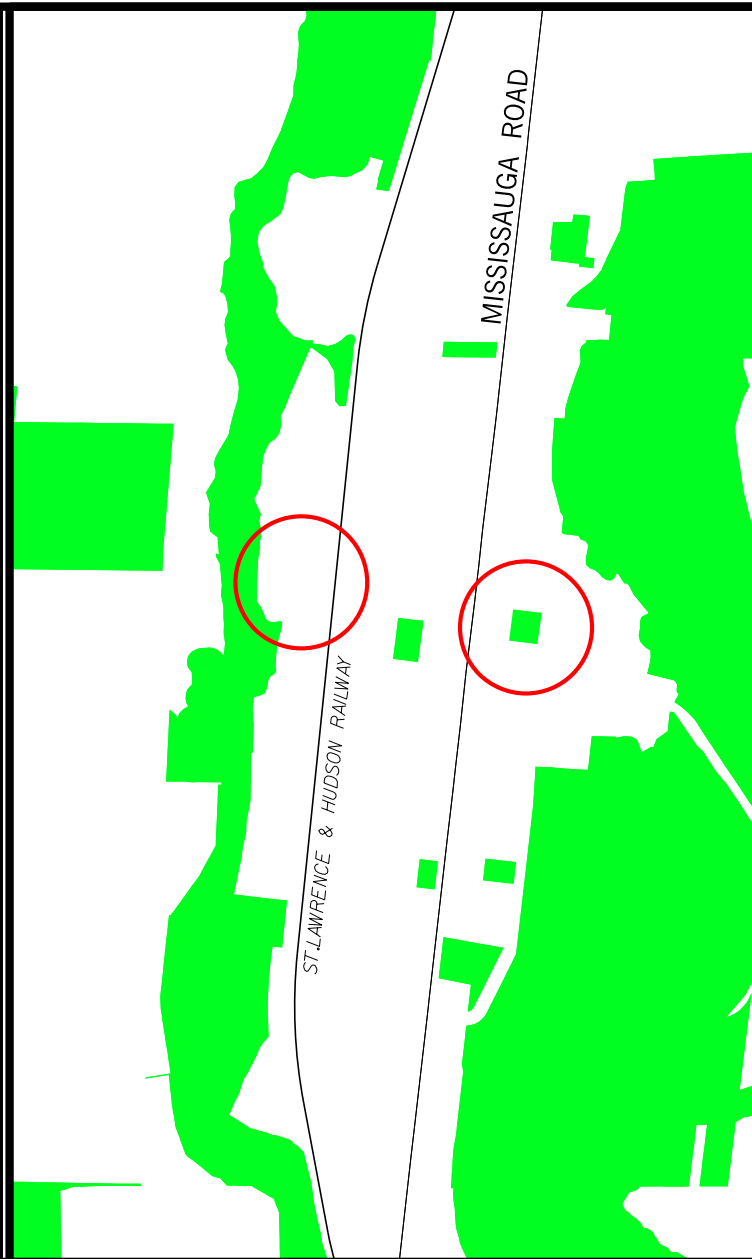
**Part of  
Schedule 1  
Urban System  
of Mississauga Official Plan**

City of Mississauga

V - 2.001

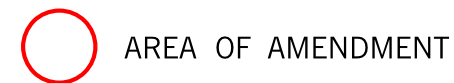


EXISTING GREEN SYSTEM



AMENDED GREEN SYSTEM

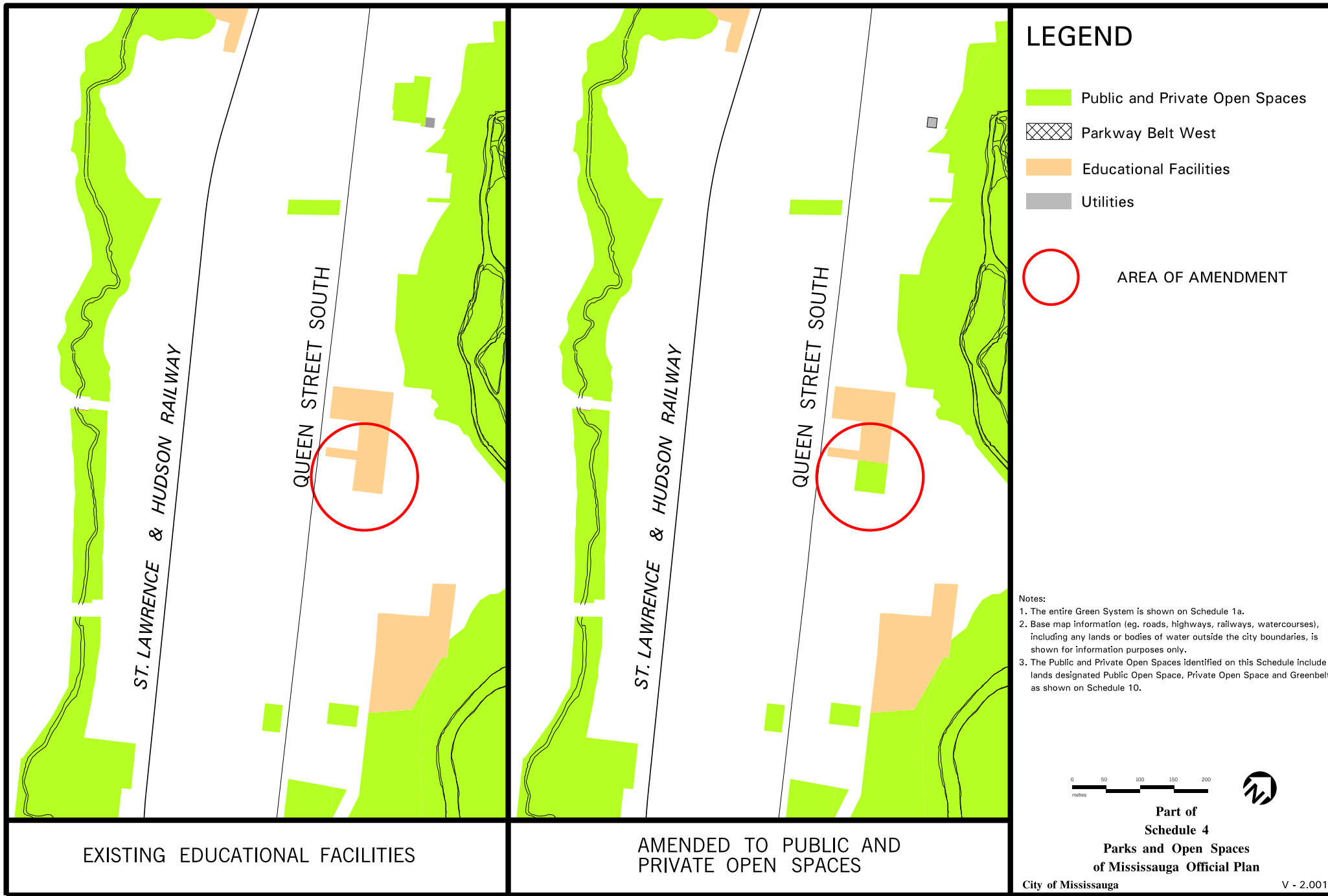
## LEGEND

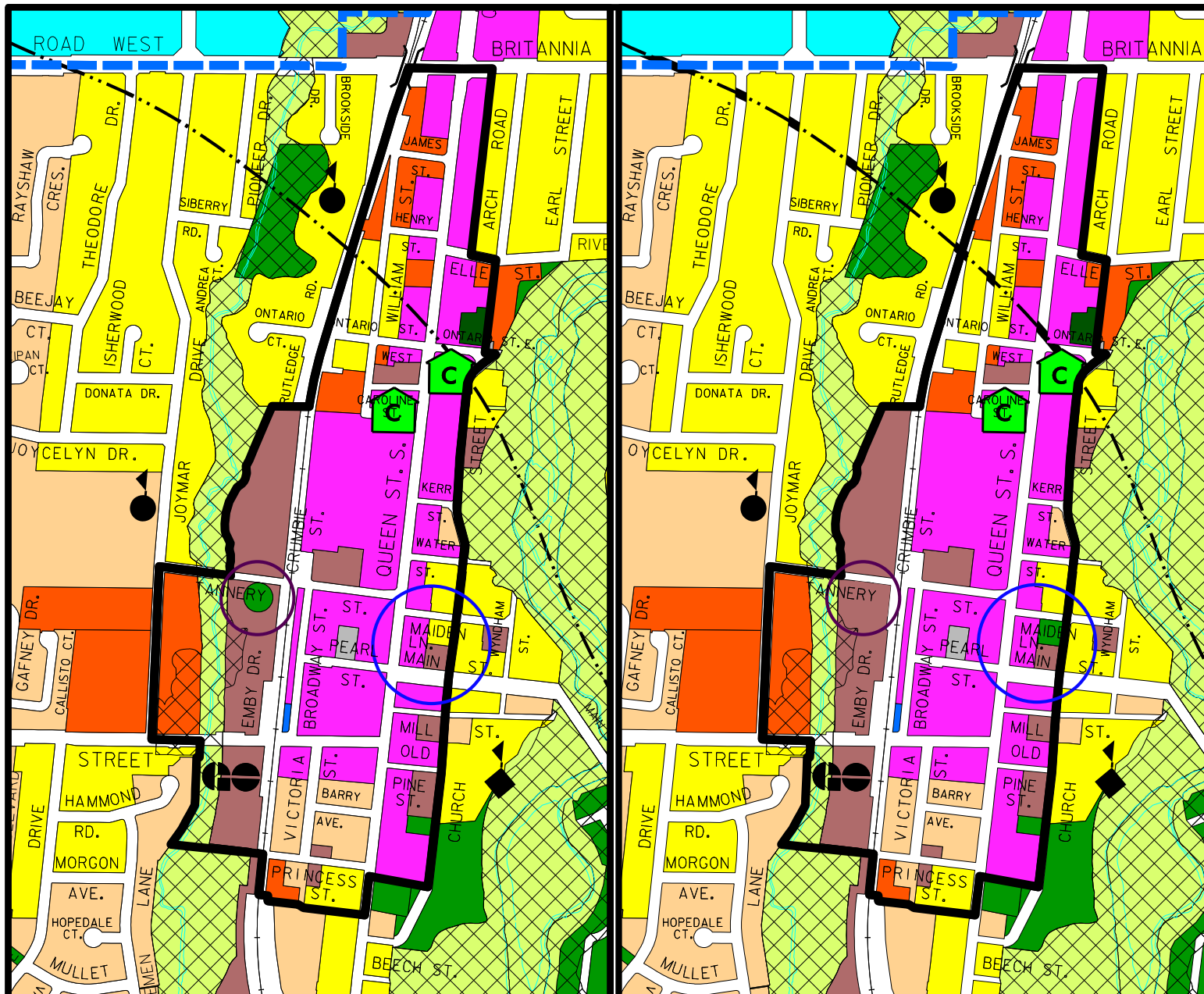


**Note:**  
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



Part of  
Schedule 1 a  
Urban System-Green System  
of Mississauga Official Plan  
City of Mississauga





EXISTING LAND USE DESIGNATIONS

AMENDED LAND USE DESIGNATIONS

#### LAND USE DESIGNATIONS

|  |                            |  |                     |
|--|----------------------------|--|---------------------|
|  | Residential Low Density I  |  | Business Employment |
|  | Residential Low Density II |  | Industrial          |
|  | Residential Medium Density |  | Airport             |
|  | Residential High Density   |  | Institutional       |
|  | Downtown Mixed Use         |  | Public Open Space   |
|  | Downtown Core Commercial   |  | Private Open Space  |
|  | Mixed Use                  |  | Greenbelt           |
|  | Convenience Commercial     |  | Parkway Belt West   |
|  | Motor Vehicle Commercial   |  | Utility             |
|  | Office                     |  | To Be Determined    |

#### LAND USE LEGEND

|  |   |  |                              |
|--|---|--|------------------------------|
|  | Heritage Conservation District                            |  | Civic Centre (City Hall)     |
|  | 1996 NEP/2000 NEF Composite Noise Contours                |  | City Centre Transit Terminal |
|  | LBPIA Operating Area Boundary See Aircraft Noise Policies |  | GO Rail Transit Station      |
|  | Area Exempt from LBPIA Operating Area                     |  | Public School                |
|  | Natural Hazards   |  | Catholic School              |
|  |   |  | Hospital                     |
|  |   |  | Community Facilities         |

#### CITY STRUCTURE

##### Elements

|  |                |  |                      |
|--|----------------|--|----------------------|
|  | Downtown       |  | Corporate Centre     |
|  | Major Node     |  | Employment Area      |
|  | Community Node |  | Special Purpose Area |
|  | Neighbourhood  |  |                      |

AREA OF AMENDMENT

FROM:

RESIDENTIAL LOW DENSITY I

TO:

PUBLIC OPEN SPACE

AREA OF AMENDMENT

FROM:

PUBLIC OPEN SPACE

TO:

RESIDENTIAL HIGH DENSITY



Part of  
Schedule 10  
Land Use Designations  
of Mississauga Official Plan  
City of Mississauga

**Table 8-1: Road Classification – Arterials**

| Street                             | From   | To   | Jurisdiction | R-O-W*                    |
|------------------------------------|--|--|--------------|---------------------------|
| Airport Rd.                        | North City boundary  | Highway 427  | Peel         | 45 m                      |
| Britannia Rd. W.                   | Ninth Line   | Erin Mills Pkwy.   | Peel         | 36 m                      |
| Britannia Rd. W.                   | Erin Mills Pkwy.   | Approximately <del>200</del><br><u>280</u> m west of<br><del>Mississauga Rd.</del><br><u>Queen St.</u> | Peel         | 40 m                      |
| Britannia Rd. W.                   | Approximately <del>200</del><br><u>280</u> m west of<br><del>Mississauga Rd.</del><br><u>Queen St.</u> | Credit River   | Peel         | 36 m                      |
| Britannia Rd. W.                   | Credit River   | Mavis Rd.  | Peel         | 45 m                      |
| Britannia Rd. W.                   | Mavis Rd.  | Hurontario St.   | Peel         | 43.5 m                    |
| Burnhamthorpe Rd. W.               | Ninth Line   | Erin Mills Pkwy.   | Mississauga  | 35 m                      |
| Burnhamthorpe Rd. W.               | Erin Mills Pkwy.   | Confederation Pkwy.  | Mississauga  | 50 m                      |
| Burnhamthorpe Rd. W.               | Confederation Pkwy.  | Hurontario St.   | Mississauga  | 60 m                      |
| Burnhamthorpe Rd. E.               | Hurontario St.   | Arista Way   | Mississauga  | 60 m                      |
| Burnhamthorpe Rd. E.               | Arista Way   | Etobicoke Creek  | Mississauga  | 50 m                      |
| Cawthra Rd.                        | Eastgate Pkwy.   | Burnhamthorpe Rd. E.   | Peel         | 45 m                      |
| Cawthra Rd.                        | Burnhamthorpe Rd. E.   | Silver Creek Blvd.   | Peel         | 36 m                      |
| Cawthra Rd.                        | Silver Creek Blvd.   | <del>Queensway E.</del> <u>QEW</u>   | Peel         | <del>40</del> <u>45</u> m |
| Cawthra Rd.                        | <del>Queensway E.</del> <u>QEW</u>   | Lakeshore Rd. E.   | Peel         | 36 m                      |
| Courtneypark Dr. W.                | Mavis Rd.  | Hurontario St.   | Mississauga  | 35 m                      |
| Courtneypark Dr. E.                | Hurontario St.   | Netherhart Rd.   | Mississauga  | 35 m                      |
| Future Arterial /<br>Creekbank Rd. | Highway 401  | Eglinton Ave. E.   | Mississauga  | 30 m                      |
| Derry Rd. W.                       | Ninth Line   | <del>Argentia Rd.</del><br><u>Danton Promenade</u>   | Peel         | 36 m                      |
| Derry Rd. W.                       | <del>Argentia Rd.</del><br><u>Danton Promenade</u>   | Hurontario St.   | Peel         | 45 m                      |
| Derry Rd. E.                       | Hurontario St.   | Highway 427  | Peel         | 45 m                      |
| Dixie Rd.                          | North City boundary  | Rometown Dr.   | Peel         | 45 m                      |
| Dundas St. W.                      | Ninth Line   | Highway 403  | Mississauga  | 42 m                      |
| Dundas St. W.                      | Highway 403  | Mindemoya Rd.  | Mississauga  | 35 m                      |
| Dundas St. W.                      | Mindemoya Rd.  | Proudfoot St.  | Mississauga  | 30 m                      |
| Dundas St. W.                      | Proudfoot St.  | Hurontario St.   | Mississauga  | 35 m                      |

| <b>Street</b>                       | <b>From</b>                                | <b>To</b>                                  | <b>Jurisdiction</b> | <b>R-O-W*</b> |
|-------------------------------------|--|--|---------------------|---------------|
| Dundas St. E.                       | Hurontario St.                             | Etobicoke Creek                            | Mississauga         | 35 m          |
| Eastgate Pkwy.                      | Cawthra Rd.                                | Dixie Rd.                                  | Mississauga         | 67 m          |
| Eastgate Pkwy.                      | Dixie Rd.                                  | Fieldgate Dr.                              | Mississauga         | 50 m          |
| Eastgate Pkwy.                      | Fieldgate Dr.                              | Eglinton Ave. E.                           | Mississauga         | 65 m          |
| Eglinton Ave. W.                    | Ninth Line                                 | Winston Churchill Blvd.                    | Mississauga         | 30 m          |
| Eglinton Ave. W.                    | Winston Churchill Blvd.                    | Erin Mill Pkwy.                            | Mississauga         | 40 m          |
| Eglinton Ave. W.                    | Erin Mills Pkwy.                           | Hurontario St.                             | Mississauga         | 45 m          |
| Eglinton Ave. E.                    | Hurontario St.                             | Eastgate Pkwy.                             | Mississauga         | 45 m          |
| Eglinton Ave. E.                    | Eastgate Pkwy.                             | Etobicoke Creek                            | Mississauga         | 65 m          |
| Eglinton Ave. W.                    | Etobicoke Creek                            | East City boundary                         | Toronto             | 50 m          |
| Erin Mills Pkwy.                    | Turner Valley Rd. /<br>Mississauga Rd.     | Queen Elizabeth Way                        | Peel                | 45 m          |
| Finch Ave.                          | C.N.R. tracks                              | Highway 427                                | Peel                | 36 m          |
| Hurontario St.                      | North City boundary                        | Highway 403                                | Mississauga         | 45 m          |
| Hurontario St.                      | Highway 403                                | Elm Dr.                                    | Mississauga         | 50 m          |
| Hurontario St.                      | Elm Dr.                                    | St. Lawrence & Hudson<br>Railway tracks    | Mississauga         | 45 m          |
| Hurontario St.                      | St. Lawrence &<br>Hudson Railway tracks    | Queen Elizabeth Way                        | Mississauga         | 35 m          |
| Hurontario St.                      | Queen Elizabeth Way                        | Lakeshore Rd.                              | Mississauga         | 30 m          |
| Lakeshore Rd. W.                    | Winston Churchill Blvd.                    | Southdown Rd.                              | Mississauga         | 35 m          |
| Lakeshore Rd. W.                    | Southdown Rd.                              | Approximately 25 m<br>east of Crozier Crt. | Mississauga         | 35 m          |
| Lakeshore Rd. W.                    | Approximately 25 m<br>east of Crozier Crt. | Hurontario St.                             | Mississauga         | 26 m          |
| Lakeshore Rd. E.                    | Hurontario St.                             | Seneca Ave.                                | Mississauga         | 26 m          |
| Lakeshore Rd. E.                    | Seneca Ave                                 | Greaves Ave.                               | Mississauga         | 30 m          |
| Lakeshore Rd. E.                    | Greaves Ave.                               | Etobicoke Creek                            | Mississauga         | 35 m          |
| Mavis Rd.                           | North City boundary                        | Highway 401                                | Mississauga         | 35 m          |
| Mavis Rd.                           | Highway 401                                | Highway 403                                | Mississauga         | 40 m          |
| Mavis Rd.                           | Highway 403                                | Queensway W.                               | Mississauga         | 35 m          |
| Mississauga Rd.                     | North City boundary                        | Turner Valley Rd.                          | Peel                | 45 m          |
| Netherhart Rd. /<br>Future Arterial | Courtneypark Dr. E.                        | Highway 401                                | Mississauga         | 35 m          |
| Ninth Line                          | Highway 401                                | Highway 403                                | Mississauga         | 35 m          |
| Ninth Line                          | Highway 403                                | Dundas St. W.                              | Halton              | 35 m          |
| Queensway W.                        | Mavis Rd.                                  | Hurontario St.                             | Peel                | 36 m          |

| Street                             | From                         | To   | Jurisdiction    | R-O-W*          |
|------------------------------------|------------------------------|--|-----------------|-----------------|
| Queensway E.                       | Hurontario St.               | Etobicoke Creek                                      | Peel            | 45 m            |
| Royal Windsor Dr.                  | Winston Churchill Blvd.      | Southdown Rd.  | Mississauga     | 35 m            |
| Southdown Rd.                      | Queen Elizabeth Way          | Lakeshore Rd. W.                                     | Mississauga     | 35 m            |
| Winston Churchill Blvd.            | North City boundary          | Dundas St. W.  | Mississauga     | 35 m            |
| Winston Churchill Blvd.            | Dundas St. W.                | North Sheridan Way                                   | Peel            | 45 m            |
| Winston Churchill Blvd.            | North Sheridan Way           | <del>Bromsgrove Rd.</del><br><u>Lakeshore Rd. W.</u> | Peel            | 36 m            |
| <del>Winston Churchill Blvd.</del> | <del>Bromsgrove Rd.</del>    | <del>Royal Windsor Dr.</del>                         | <del>Peel</del> | <del>45 m</del> |
| <del>Winston Churchill Blvd.</del> | <del>Royal Windsor Dr.</del> | <del>Lakeshore Rd. W.</del>                          | <del>Peel</del> | <del>36 m</del> |

\* These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities, or to provide for necessary improvements for safety in certain locations.



## Table 8-2: Road Classification – Major Collectors

| Street   | From                                       | To                                    | Jurisdiction | R-O-W* |
|--|--|---------------------------------------|--------------|--------|
| Aquitaine Ave.   | Tenth Line W.                              | Millcreek Dr.                         | Mississauga  | 26 m   |
| Argentia Rd.   | Ninth Line                                 | Creditview Rd.                        | Mississauga  | 26 m   |
| Atwater Ave.   | Mineola Gdns.                              | Ogden Ave.                            | Mississauga  | 20 m   |
| Avebury Rd.  | Britannia Rd. W.                           | Matheson Blvd.                        | Mississauga  | 30 m   |
| Battleford Rd.   | Tenth Line                                 | Erin Mills Pkwy.                      | Mississauga  | 26 m   |
| Belgrave Rd.   | Highway 401 at Mavis Rd. interchange R-O-W | Cantay Rd.                            | Mississauga  | 30 m   |
| Bloor St.  | Central Pkwy. E.                           | Dixie Rd.                             | Mississauga  | 26 m   |
| Bloor St.  | Dixie Rd.                                  | Etobicoke Creek                       | Mississauga  | 30 m   |
| Bramalea Rd.   | North City boundary                        | Derry Rd. E.                          | Mississauga  | 30 m   |
| Bristol Rd. W.   | Credit River                               | Approximately 55 m east of Albert St. | Mississauga  | 20 m   |
| Bristol Rd. W.   | Approximately 55 m east of Albert St.      | Creditview Rd.                        | Mississauga  | 26 m   |
| Bristol Rd. W.   | Creditview Rd.                             | Hurontario St.                        | Mississauga  | 30 m   |
| Bristol Rd. E.   | Hurontario St.                             | Kennedy Rd.                           | Mississauga  | 30 m   |
| Britannia Rd. E.   | Hurontario St.                             | Kennedy Rd.                           | Mississauga  | 26 m   |
| Abilene Dr. / Britannia Rd. E. (Future Major Collector-conceptual) | Kennedy Rd.                                | Highway 410                           | Mississauga  | 26 m   |
| Britannia Rd. E.   | Highway 410                                | Tomken Rd.                            | Mississauga  | 26 m   |
| Britannia Rd. E.   | Tomken Rd.                                 | Netherhart Rd. / Future Arterial      | Mississauga  | 26 m   |
| Camilla Rd.  | Dundas St. E.                              | King St. E.                           | Mississauga  | 26 m   |
| Cantay Rd.   | Mavis Rd.                                  | Britannia Rd. W.                      | Mississauga  | 30 m   |
| Capston Dr.  | Kateson Rd.                                | Hurontario St.                        | Mississauga  | 26 m   |
| Central Pkwy. W.   | Burnhamthorpe Rd. W.                       | Mavis Rd.                             | Mississauga  | 26 m   |
| Central Pkwy. W.   | Mavis Rd.                                  | Hurontario St.                        | Mississauga  | 30 m   |
| Central Pkwy. E.   | Hurontario St.                             | Rathburn Rd. E.                       | Mississauga  | 35 m   |
| Central Pkwy. E.   | Rathburn Rd. E.                            | Highway 403                           | Mississauga  | 30 m   |
| Central Pkwy. E.   | Highway 403                                | Eglinton Ave. E.                      | Mississauga  | 26 m   |
| Centre View Dr.  | Mavis Rd.                                  | Approximately 600 m east of Mavis Rd. | Mississauga  | 30 m   |
| Centre View Dr.  | Approximately 600 m east of Mavis Rd.      | Station Gate Rd.                      | Mississauga  | 50 m   |



| Street   | From  | To                        | Jurisdiction           | R-O-W*          |
|--|---|---------------------------|------------------------|-----------------|
| Centre View Dr.  | Station Gate Rd.  | Rathburn Rd. W.           | Mississauga            | 30 m – 50 m     |
| Clarkson Rd. N.  | South Sheridan Way  | Lakeshore Rd. W.          | Mississauga            | 22 m            |
| Confederation Pkwy.  | Eglinton Ave. W.  | Highway 403               | Mississauga            | 30 m            |
| Confederation Pkwy.  | Highway 403   | Webb Dr.                  | Mississauga            | 40 m            |
| Confederation Pkwy.  | Webb Dr.  | King St. W.               | Mississauga            | 30 m            |
| Confederation Pkwy.  | King St. W.   | Queensway W.              | Mississauga            | 26 m            |
| Creditview Rd.   | Derry Rd. W.  | Eglinton Ave. W.          | Mississauga            | 30 m            |
| Creditview Rd.   | Eglinton Ave. W.  | Burnhamthorpe Rd. W.      | Mississauga            | 26 m            |
| <del>Proposed east-west road opposite Top Flight Dr.</del> | <del>Derrycrest Dr.</del>   | <del>Hurontario St.</del> | <del>Mississauga</del> | <del>30 m</del> |
| Derrycrest Dr.   | <del>Proposed east-west road opposite Top Flight Dr.</del><br><u>Vicksburgh Dr.</u> | Derry Rd. W.              | Mississauga            | 30 m            |
| Dixie Rd.<br>(Scenic Route)                                | Rometown Dr.  | Lakeshore Rd. E.          | Peel                   | 20 m            |
| Drew Rd.   | Tomken Rd.  | Airport Rd.               | Mississauga            | 26 m            |
| Duke of York Blvd.   | North 403 Major Collector Rd.   | Webb Dr.                  | Mississauga            | 27.5 m          |
| Edwards Blvd.  | North City boundary   | World Dr.                 | Mississauga            | 26 m            |
| Erin Centre Blvd.  | Tenth Line  | Winston Churchill Blvd.   | Mississauga            | 26 m            |
| Erin Centre Blvd.  | Winston Churchill Blvd.   | Erin Mills Pkwy.          | Mississauga            | 30 m            |
| Erin Centre Blvd.  | Erin Mills Pkwy.  | Mississauga Rd.           | Mississauga            | 26 m            |
| Erindale Station Rd.                                       | Central Pkwy. W.  | Dundas St. W.             | Mississauga            | 26 m            |
| Financial Dr.  | North City boundary   | Derry Rd. W.              | Mississauga            | 30 m            |
| Fowler Dr.   | Lincoln Green Way   | North Sheridan Way        | Mississauga            | 20 m            |
| Fowler Dr.   | North Sheridan Way  | Erin Mill Pkwy.           | Mississauga            | 26 m            |
| Glen Erin Dr.  | Derry Rd. W.  | Britannia Rd. W.          | Mississauga            | 26 m            |
| Glen Erin Dr.  | Britannia Rd. W.  | Eglinton Ave. W.          | Mississauga            | 30 m            |
| Glen Erin Dr.  | Eglinton Ave. W.  | Burnhamthorpe Rd. W.      | Mississauga            | 26 m            |
| Glen Erin Dr.  | Burnhamthorpe Rd. W.  | Dundas St. W.             | Mississauga            | 30 m            |
| Goreway Dr.  | North City boundary   | Derry Rd. E.              | Mississauga            | 35 m            |
| Goreway Dr.  | Derry Rd. E.  | Highway 427               | Mississauga            | 26 m            |
| Hillcrest Ave.   | Confederation Pkwy.   | Hurontario St.            | Mississauga            | 26 m            |
| Indian Rd.   | Lorne Park Rd.  | Mississauga Rd.           | Mississauga            | 20 m            |
| Kateson Dr.  | Courtneypark Dr. W.   | Capston Dr.               | Mississauga            | 30 m            |
| Kennedy Rd.  | North City boundary   | Matheson Blvd. E.         | Mississauga            | 30 m            |

| <b>Street</b>                     | <b>From</b>                                   | <b>To</b>                              | <b>Jurisdiction</b> | <b>R-O-W*</b> |
|-----------------------------------|---|--|---------------------|---------------|
| Kennedy Rd.                       | Matheson Blvd. E.                             | Eglinton Ave. E.                       | Mississauga         | 30 m          |
| King St. W.                       | Confederation Pkwy.                           | Hurontario St.                         | Mississauga         | 26 m          |
| King St. E.                       | Hurontario St.                                | Camilla Rd.                            | Mississauga         | 26 m          |
| Kirwin Ave.                       | Hurontario St.                                | Dundas St. E.                          | Mississauga         | 26 m          |
| Leanne Blvd.                      | Erin Mills Pkwy.                              | North Sheridan Way                     | Mississauga         | 26 m          |
| Lincoln Green Way                 | Erin Mills Pkwy.                              | Fowler Dr.                             | Mississauga         | 35 m          |
| Lorne Park Rd.                    | Indian Rd.                                    | Truscott Dr.                           | Mississauga         | 20 m          |
| Madill Blvd. extension            | Kateson Dr.                                   | Hurontario St.                         | Mississauga         | 23 m – 26 m   |
| Main St.                          | Queen St. S.                                  | Approximately 90 m east of Wyndham St. | Mississauga         | 30 m          |
| Main St.                          | Approximately 90 m east of Wyndham St.        | Credit River                           | Mississauga         | 20 m          |
| Maritz Dr.                        | Derry Rd. W.                                  | Courtneypark Dr. W.                    | Mississauga         | 30 m          |
| Matheson Blvd. W.                 | Terry Fox Way                                 | Hurontario St.                         | Mississauga         | 30 m          |
| Matheson Blvd. E.                 | Hurontario St.                                | Highway 403                            | Mississauga         | 30 m          |
| Matheson Blvd. E.                 | Highway 403                                   | Future Arterial / Creekbank Rd.        | Mississauga         | 26 m          |
| Matheson Blvd. E.                 | Future Arterial / Creekbank Rd. Creekbank Rd. | East City boundary                     | Mississauga         | 30 m          |
| McLaughlin Rd.                    | North City boundary                           | Matheson Blvd. W.                      | Mississauga         | 30 m          |
| McLaughlin Rd. (Scenic Route)     | Matheson Blvd. W.                             | Bristol Rd. W.                         | Mississauga         | 26 m          |
| McLaughlin Rd.                    | Bristol Rd. W.                                | Eglinton Ave. W.                       | Mississauga         | 26 m          |
| Meadowpine Blvd.                  | North City boundary                           | Meadowvale Blvd.                       | Mississauga         | 30 m          |
| Meadowvale Blvd.                  | North City boundary                           | Derry Rd. W.                           | Mississauga         | 30 m          |
| Millcreek Dr.                     | Derry Rd. W.                                  | Erin Mills Pkwy.                       | Mississauga         | 26 m          |
| Mineola Gdns.                     | Mineola Rd. E.                                | Atwater Ave.                           | Mississauga         | 20 m          |
| Mineola Rd. E.                    | Hurontario St.                                | Mineola Gdns.                          | Mississauga         | 20 m          |
| Mississauga Rd.                   | Erin Mills Pkwy.                              | St. Lawrence & Hudson Railway tracks   | Mississauga         | 26 m          |
| Mississauga Rd. (Scenic Route)    | St. Lawrence & Hudson Railway tracks          | Indian Rd.                             | Mississauga         | 26 m          |
| Mississauga Rd. (Scenic Route)    | Indian Rd.                                    | Canadian National Railway tracks       | Mississauga         | 23-26 m       |
| Mississauga Rd. N. (Scenic Route) | Canadian National Railway tracks              | Lakeshore Rd. E.                       | Mississauga         | 26 m          |
| Morning Star Dr.                  | Airport Rd.                                   | Highway 427                            | Mississauga         | 26 m          |

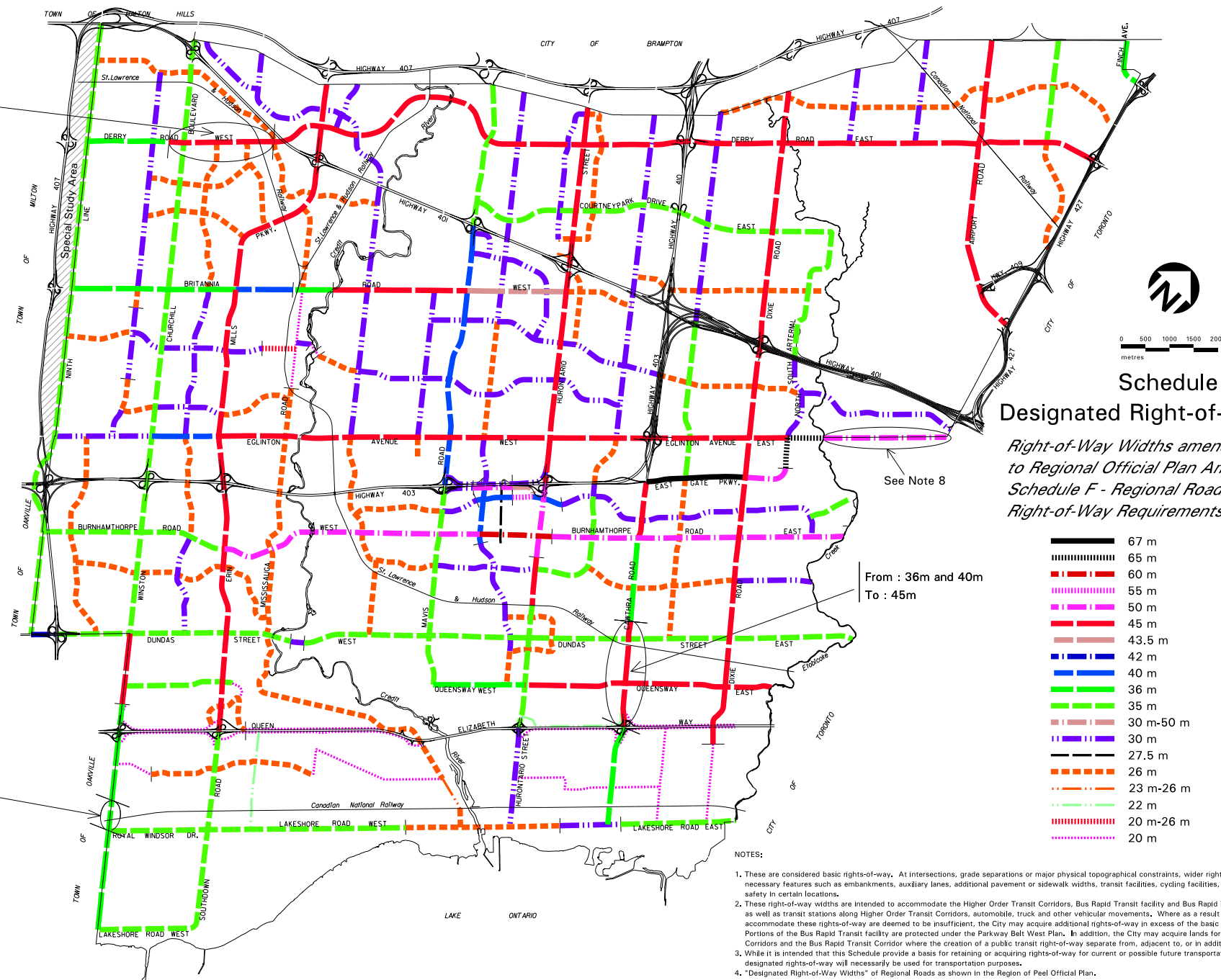
| <b>Street</b>                  | <b>From</b>                             | <b>To</b>                               | <b>Jurisdiction</b> | <b>R-O-W*</b> |
|--------------------------------|---|---|---------------------|---------------|
| North 403 Major Collector Rd.  | Mavis Rd.                               | Hurontario St.                          | Mississauga         | 30 m          |
| North Service Rd.              | Hurontario St.                          | Cawthra Rd.                             | Mississauga         | 22 m          |
| North Service Rd.              | Cawthra Rd.                             | Brentano Blvd.                          | Mississauga         | 20 m          |
| North Sheridan Way             | Winston Churchill Blvd.                 | Erin Mills Pkwy.                        | Mississauga         | 20 m          |
| North Sheridan Way             | Fowler Dr.                              | East-West section of North Sheridan Way | Mississauga         | 26 m          |
| North Sheridan Way             | East-West section of North Sheridan Way | Mississauga Rd.                         | Mississauga         | 20 m          |
| Ogden Ave.                     | South Service Rd.                       | Lakeshore Rd. E.                        | Mississauga         | 20 m          |
| Ponytrail Dr.                  | Rathburn Rd. E.                         | Burnhamthorpe Rd. E.                    | Mississauga         | 30 m          |
| Queen St. N.                   | St. Lawrence & Hudson Railway tracks    | Britannia Rd. W.                        | Mississauga         | 26 m          |
| Queen St. S.<br>(Scenic Route) | Britannia Rd. W.                        | St. Lawrence and Hudson Railway tracks  | Mississauga         | 20 m          |
| Rathburn Rd. W.                | Creditview Rd.                          | Mavis Rd.                               | Mississauga         | 26 m          |
| Rathburn Rd. W.                | Mavis Rd.                               | Approximately 50 m east of Elora Dr.    | Mississauga         | 30 m          |
| Rathburn Rd. W.                | Approximately 50 m east of Elora Dr.    | Station Gate Rd.                        | Mississauga         | 40 m          |
| Rathburn Rd. W.                | Station Gate Rd.                        | Centre View Dr.                         | Mississauga         | 55 m          |
| Rathburn Rd. W.                | Centre View Rd.                         | Hurontario St.                          | Mississauga         | 40 m          |
| Rathburn Rd. E.                | Hurontario St.                          | Approximately 150 m east of Shipp Dr.   | Mississauga         | 40 m          |
| Rathburn Rd. E.                | Approximately 150 m east of Shipp Dr.   | Ponytrail Dr.                           | Mississauga         | 30 m          |
| Rathburn Rd. E.                | Ponytrail Dr.                           | Etobicoke Creek                         | Mississauga         | 35 m          |
| Ridgeway Dr.                   | Eglinton Ave. W.                        | Dundas St. W.                           | Mississauga         | 26 m          |
| Sheridan Park Dr.              | Winston Churchill Blvd.                 | Erin Mills Pkwy.                        | Mississauga         | 35 m          |
| South Service Rd.              | Hurontario St.                          | Park Royale Blvd.                       | Mississauga         | 20 m          |
| South Sheridan Way             | Winston Churchill Blvd.                 | Mississauga Rd.                         | Mississauga         | 20 m          |
| Tenth Line W.                  | Argentia Rd.                            | Britannia Rd. W.                        | Mississauga         | 30 m          |
| Tenth Line W.                  | Britannia Rd. W.                        | McDowell Dr.                            | Mississauga         | 26 m          |
| Tenth Line W.                  | McDowell Dr.                            | Tacc Dr.                                | Mississauga         | 30 m          |
| Tenth Line W.                  | Tacc Dr.                                | Erin Centre Blvd.                       | Mississauga         | 26 m          |
| Tenth Line W.                  | Erin Centre Blvd.                       | Eglinton Ave. W.                        | Mississauga         | 30 m          |
| Terry Fox Way                  | Britannia Rd. W.                        | Eglinton Ave. W.                        | Mississauga         | 30 m          |

| <b>Street</b>         | <b>From</b>   | <b>To</b>                      | <b>Jurisdiction</b> | <b>R-O-W*</b> |
|-----------------------|---|--------------------------------|---------------------|---------------|
| The College Way       | Ridgeway Dr.  | Mississauga Rd.                | Mississauga         | 26 m          |
| Thomas St.            | Ninth Line  | Tenth Line W.                  | Mississauga         | 26 m          |
| Thomas St.            | Tenth Line  | McFarren Blvd. /<br>Gafney Dr. | Mississauga         | 30 m          |
| Thomas St.            | McFarren Blvd. / Gafney<br>Dr.                        | Queen St. S.                   | Mississauga         | 20-26 m       |
| Tomken Rd.            | North City boundary                                   | Highway 401                    | Mississauga         | 30 m          |
| Tomken Rd.            | Highway 401   | Eastgate Pkwy.                 | Mississauga         | 35 m          |
| Tomken Rd.            | Eastgate Pkwy.  | Dundas St. E.                  | Mississauga         | 26 m          |
| Topflight Dr.         | Hurontario St.  | Edwards Blvd.                  | Mississauga         | 26 m          |
| Torbram Rd.           | North City boundary                                   | Derry Rd. E.                   | Mississauga         | 30 m          |
| Truscott Dr.          | Winston Churchill Blvd.                               | Sandgate Cres.                 | Mississauga         | 20 m          |
| Truscott Dr.          | Sandgate Cres.  | Lorne Park Rd.                 | Mississauga         | 26 m          |
| <u>Vicksburgh Dr.</u> | <u>Derrycrest Dr.</u>                                 | <u>Hurontario St.</u>          | <u>Mississauga</u>  | <u>30 m</u>   |
| Wainscot Dr.          | Eglinton Ave. W.                                      | White Clover Way               | Mississauga         | 26 m          |
| Whittle Rd.           | Highway 401 at<br>Hurontario St. interchange<br>R-O-W | Matheson Blvd. E.              | Mississauga         | 26 m          |
| World Dr.             | Hurontario St.  | Edwards Blvd.                  | Mississauga         | 26 m          |

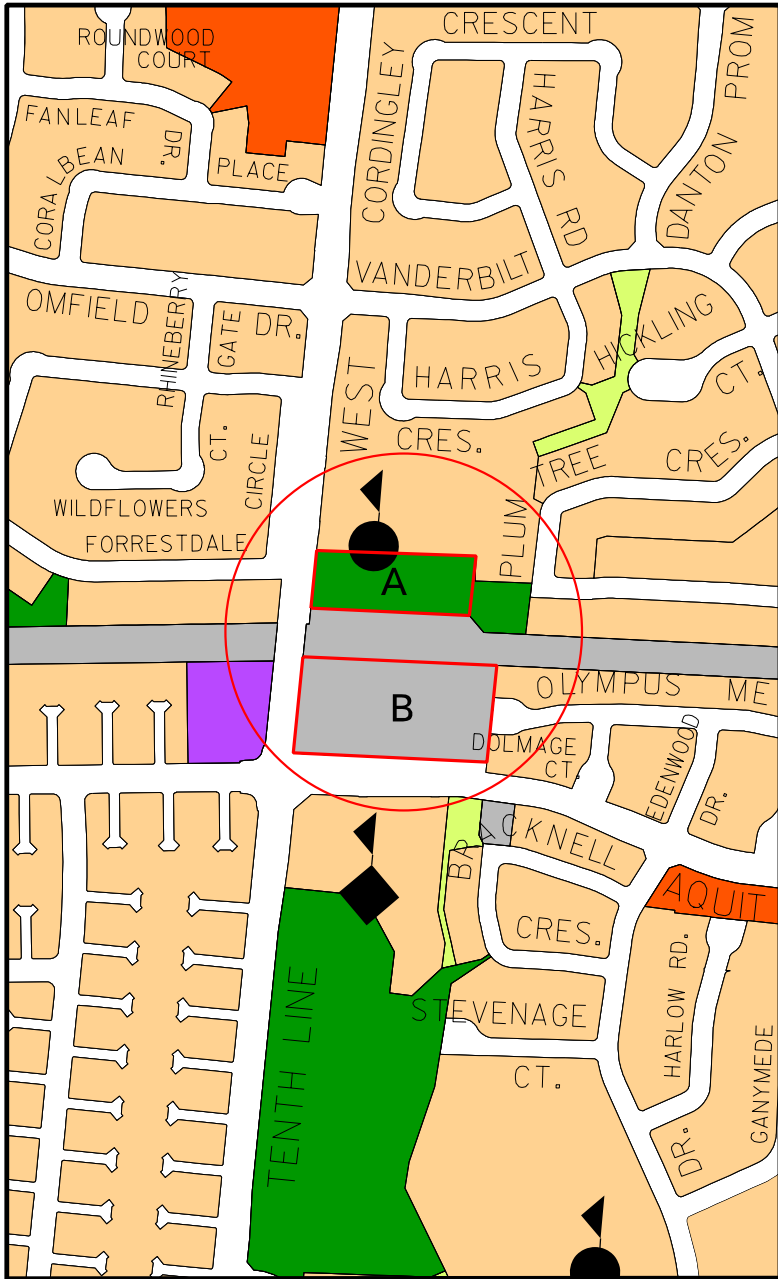
\* These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities, or to provide for necessary improvements for safety in certain locations.

From : 36m  
To : 45m

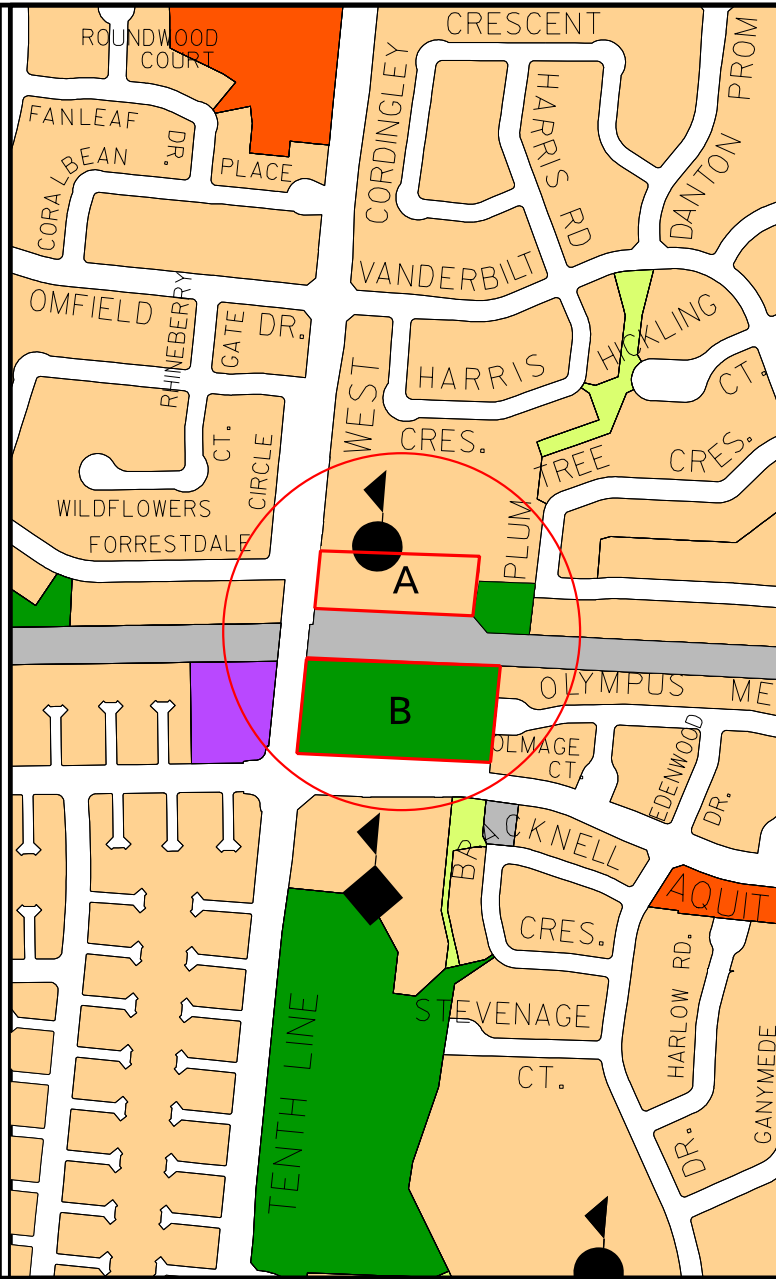
From : 45m  
To : 36m







EXISTING LAND USE DESIGNATIONS



AMENDED LAND USE DESIGNATIONS

| LAND USE DESIGNATIONS |                            |  |                     |
|-----------------------|----------------------------|--|---------------------|
|                       | Residential Low Density I  |  | Business Employment |
|                       | Residential Low Density II |  | Industrial          |
|                       | Residential Medium Density |  | Airport             |
|                       | Residential High Density   |  | Institutional       |
|                       | Downtown Mixed Use         |  | Public Open Space   |
|                       | Downtown Core Commercial   |  | Private Open Space  |
|                       | Mixed Use                  |  | Greenbelt           |
|                       | Convenience Commercial     |  | Parkway Belt West   |
|                       | Motor Vehicle Commercial   |  | Utility             |
|                       | Office                     |  | To Be Determined    |

| LAND USE LEGEND |   |
|-----------------|---|
|                 | Heritage Conservation District                            |
|                 | 1996 NEP/2000 NEF Composite Noise Contours                |
|                 | LBPIA Operating Area Boundary See Aircraft Noise Policies |
|                 | Area Exempt from LBPIA Operating Area                     |
|                 | Natural Hazards   |
|                 | Civic Centre (City Hall)                                  |
|                 | City Centre/Transit Terminal                              |
|                 | GO Rail Transit Station                                   |
|                 | Public School   |
|                 | Catholic School   |
|                 | Hospital  |
|                 | Community Facilities                                      |



AMENDED AREA

AREA A – PLUM TREE PARK

FROM:

PUBLIC OPEN SPACE

TO:

RESIDENTIAL LOW DENSITY II

AREA B – UTILITY GAS LANDS

FROM:

UTILITY

TO:

PUBLIC OPEN SPACE

Notes:

1. The limits of the Natural Hazards shown on this schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.
2. Base map information (eg, roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. Roads shown on this schedule are existing or under construction and are shown for information purposes only. For future roads refer to Schedule 5, Long Term Road Network.



Part of  
Schedule 10

Land Use Designations  
of Mississauga Official Plan

City of Mississauga