



SUSTAINABLE LIVING

A GROWTH MANAGEMENT
STRATEGY FOR MISSISSAUGA

MISSISSAUGA
PLAN
REVIEW

 **MISSISSAUGA**
Leading today for tomorrow

OCTOBER 2008

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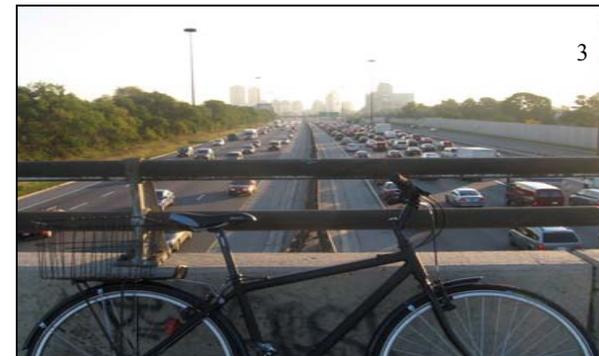
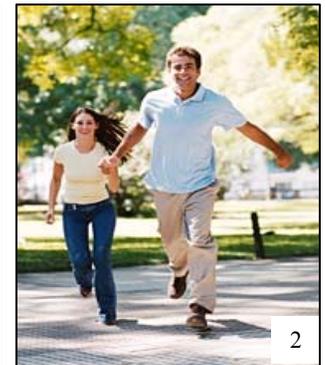
Part I: Where We Are – Mississauga Today

1.0 Introduction

Over the next 25 years, southern Ontario's Greater Golden Horseshoe (GGH) is expected to experience significant population and employment growth. Between 2001 and 2031 an additional 3.7 million residents and 1.8 million jobs are expected. If growth proceeds as forecast, total population and employment in the GGH will reach 11.5 million persons and 5.6 million jobs by 2031.¹

Mississauga is also expected to experience strong population growth but at a lesser rate than was seen over the past 30 years as the last remaining tracts of vacant land become developed. New residential growth will largely be accommodated through redevelopment and intensification in more urban compact forms within existing communities. The general employment outlook is also expected to remain strong with the City maintaining its role as a net importer of labour.

This forecast poses unique opportunities and challenges for Mississauga and necessitates a review of how growth will be handled in the future. How and where should Mississauga grow? Intensification of existing built-up areas has clear benefits - more vibrant and diverse communities, greater densities capable of supporting transit and higher-order services, reduced pressure to expand into more environmentally-sensitive areas and greater efficiencies in the use of land and existing resources.



At the same time, there are concerns with intensification – environmental degradation, traffic congestion, compatibility and fit with existing communities, creating compact, transit-oriented development in a city which has evolved on the basis of a car-oriented culture, increased servicing costs associated with different forms of intensification, as well as public perceptions of crowding and reduced quality of life.

Growth also places a greater strain on our infrastructure resources. Recent reports have indicated that existing municipal infrastructure in Ontario is at a crisis point as a result of the deferral of planned maintenance and rehabilitation.² The Provincial Government estimates that “tens of billions of dollars beyond current levels of investment will be required before the situation is back in balance”.³ How can growth in Mississauga be financially sustained in this context?

A plan for managing growth must ensure that the development decisions of today will sustain a high quality of life and economic prosperity for the future. New growth will need to be accommodated through the intensification of existing developed or underutilized lands in a manner which maximizes city assets and resources, preserves existing communities and natural areas and maintains liveability for residents. These objectives become important as Mississauga, like many other Canadian cities, struggles to manage its existing infrastructure while trying to respond to new growth pressures.

This report outlines a strategic approach to growth management which builds upon Mississauga’s existing context and established urban form to ensure a sustainable living and working environment in Mississauga. It has been prepared to facilitate dialogue with other City and agency stakeholders on related growth management initiatives. Its aim is to fulfill the Provincial Government’s requirement for a locally-developed

intensification plan and provide a foundation for new Official Plan policies to guide land development to 2031, and beyond.



Downtown Mississauga vista with conceptual “Marilyn Monroe” building in the foreground

2.0 Policy Context

Mississauga's growth management policy will be shaped by two key Provincial Government policy initiatives – the Ontario Provincial Policy Statement (PPS) which came into effect on March 1, 2005 and the Growth Plan for the Greater Golden Horseshoe (GGH) in Southern Ontario – “Places to Grow, Better Choices, Brighter Future” (Growth Plan) which came into effect on June 16, 2006. The PPS states that Ontario's future long-term prosperity, environmental health and social well-being depends upon the wise management of change and promotion of efficient land use and development patterns.⁴ Integral to this vision is the notion that the development associated with population and employment growth must be carefully managed to meet current and future needs in an efficient manner to sustain healthy and liveable communities.

The PPS seeks to optimize the use of land and infrastructure by advocating for higher densities in existing settlement areas, a mix of housing, employment, parks and open spaces, and by providing land use and transportation choices that facilitate pedestrian mobility and other modes of travel. Efficient land development minimizes impacts on the environment and other resources and contributes to the long term economic sustainability of the Province over the long term.⁵ The PPS requires that municipalities identify and support areas for intensification and redevelopment.

The PPS defines *intensification* as:

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

- a) *redevelopment, including the reuse of brownfield sites;*

- b) *the development of vacant and/or underutilized lots within previously developed areas;*
- c) *infill development; and*
- d) *the expansion or conversion of existing buildings.*⁶

The implementation of these Provincial objectives is best achieved through “comprehensive, integrated and long-term planning . . . through municipal official plans.”⁷

The Growth Plan prescribes a set of policies for managing growth, land development and resources to the year 2031. The policies are based on the following principles:

- ***Build compact, vibrant and complete communities***
- ***Plan and manage growth to support a strong and competitive economy***
- ***Protect, conserve, enhance and wisely use the valuable natural resources of land, air and water for current and future generations***
- ***Optimize the use of existing and new infrastructure to support growth in a compact, efficient form***
- ***Provide for different approaches to managing growth that recognizes the diversity of communities in the GGH***
- ***Promote collaboration among all sectors – government, private and non-profit and residents to achieve this vision.***⁸

The Growth Plan envisions increasing intensification of the existing built-up area with particular focus on urban growth centres, intensification corridors, major transit station areas,

brownfield sites and greyfields.⁹ All municipalities in Ontario are required to develop and implement through the official plan and other supporting documents, a strategy and policies to phase in intensification and intensification targets by June 2009.

The Growth Plan identifies two major intensification areas in Peel Region - *Mississauga City Centre* and *Downtown Brampton*. Both of these Urban Growth Centres (UGCs) are required to achieve by 2031, or earlier, a minimum gross density target of 200 persons (residents) and jobs per hectare (ppj/ha) (80 ppj/ac). The Growth Plan does not define a preferred ratio between population and jobs for each UGC since the appropriate balance will depend on varying local circumstances. Similarly, no density targets are proposed for other intensification areas: intensification corridors, major transit station areas, brownfield and greyfield sites.

By the year 2015 and for each year thereafter, a minimum 40 per cent of all annual residential development in each upper- or single- tier municipality is required to be located within the built-up area.¹⁰ The Region of Peel, as the upper-tier municipality, must ensure that the 40% target is achieved at the regional level.

Nearly all of Mississauga is located within the *built boundary* as defined by the Ministry of Public Infrastructure Renewal (now Ministry of Energy and Infrastructure) with the exception of approximately 175 ha (432 ac) of land in Churchill Meadows. Greenfield areas, which are located outside of the built boundary, must achieve a density target of 50 persons plus jobs (ppj)/hectare (20 ppj/ac).

The exclusion of these lands in Mississauga is not expected to prevent the Region of Peel from achieving the 40% target since most of the future growth in the City will be located on

infill and intensification sites within the built boundary. If the current land use designations are applied, the Churchill Meadows lands located outside of the built boundary can accommodate a total population and employment of approximately 15,800 persons and jobs, 5,600 dwelling units at a density of 90 ppj/ha (36 ppj/ac).¹¹

On September 27, 2006, the City of Mississauga adopted interim Official Plan policies for residential intensification. The effect of the interim policies is to direct residential growth to a locally-defined Urban Growth Centre (UGC) that includes Hurontario Street, north of the Queen Elizabeth Way (QEW), City Centre and portions of the Hurontario, Fairview, Mississauga Valleys and Cooksville planning districts (see Map 1). The proposed UGC is an appropriate priority location for intensification given its existing land development patterns, future employment opportunities and existing and planned transit functions.

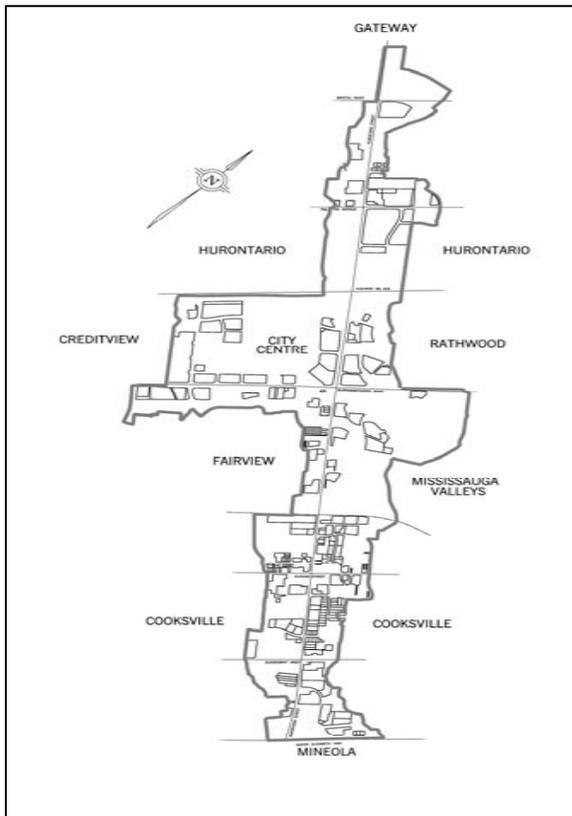
The interim policies require that new residential buildings within the UGC have a minimum height of 3 storeys. A mix of residential units with retail or office uses at grade must also be provided for developments. Outside of the UGC residential development is limited to a maximum height of 4 storeys (unless otherwise specified in Mississauga Plan).

Any residential intensification which requires an Official Plan amendment is generally regarded as premature although increases in density may be considered provided the proposed development is compatible with its surrounding context, enhances the existing and planned function of the community and is consistent with the intent of Mississauga Plan.

The interim residential intensification policies will continue to remain in effect until comprehensive growth management

polices, which address both residential and employment intensification, have been introduced into the new Official Plan.

Map 1 Interim Urban Growth Centre



3.0 Inter-governmental Growth Management Initiatives

3.1 Government of Ontario

The GGH is no longer able to accommodate growth as it has in the past without affecting the future prosperity and quality of life in Ontario. It has been estimated that traffic congestion and almost grid-lock road conditions result in an annual economic cost of more than \$2 billion to Ontario.¹² Congestion also leads to greater personal costs for commuters living in car-dependent suburbs.

A lack of active transportation options, continued separation of land uses and inefficient transit systems ensures a predominant modal share for private automobiles. As traffic congestion mounts, residents in car-dependent suburban communities could also experience increased public health issues and reduced quality of life.

A strategy to address these growth issues requires the cooperation of all levels of government in Ontario as well as a shared vision of the future. The Growth Plan provides direction on several aspects of growth management – transportation, infrastructure, land-use planning, urban form, housing, natural heritage and environmental issues including resource protection.¹³

The Provincial Government is mandating the implementation of the Growth Plan by requiring municipal level planning documents to conform to its objectives including the achievement of specific density targets.



Move 2020 Ontario Rapid Transit Action Plan announcement in Mississauga

The Province is also financing part of the implementation of the Growth Plan through major strategic multi-year investments in transportation infrastructure such as the \$17.5 billion *Move Ontario 2020* transit strategy.¹⁴

In 2006, the province also established the Greater Toronto Transportation Authority now known as *Metrolinx* to manage transportation and transit planning in the GTAH. One of the first challenges for this public authority is the development of a regional transportation plan (RTP) which optimizes the movement of people and goods and creates a sustainable transportation system in southern Ontario.¹⁵ On September 23, 2008 Metrolinx released "*The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area*" which provides draft recommendations for the (RTP).

3.2 Region of Peel

In December 2005, the Region of Peel Council approved a strategic community sustainability plan called *Liveable Peel* which examines the long term (to 2051) economic, environmental, social and cultural impacts of demographic and socio-economic changes such as immigration, the aging of communities, and anticipated high levels of growth, on the delivery of services. This initiative implements one of several specific goals of the Region of Peel Strategic Plan – “to assess and manage all aspects of growth that affect Peel services to ensure a more liveable region.”¹⁶

The Region of Peel is also bringing its Regional Official Plan into conformity with the Growth Plan by June 2009. Mississauga is required to conform to the Region of Peel’s Official Plan and the Provincial Growth Plan.

3.3 City of Mississauga

The City of Mississauga must ensure that any future decisions about the management of its land and infrastructure assets will be sustainable over the next century. Numerous City projects and studies are currently underway which have implications for the management of population and employment growth in the City over the long term. As the various projects and studies have progressed, the findings have been coordinated with the Growth Management Strategy to ensure that there are no major conflicts. A draft of this report was circulated and reviewed by all relevant internal and external stakeholders to ensure appropriate and timely coordination of growth management initiatives in Mississauga.

4.0 Population Projections and Demographic Trends

4.1 Population in the Greater Golden Horseshoe

Population and employment projections provide the basis for estimating future growth in the GGH. In 2001 there were 7.8 million people in the GGH. “*The Growth Outlook for the Greater Golden Horseshoe*,” released in January 2005, expects that the total population and employment of the GGH will increase by 3.7 million residents and 1.8 million additional jobs by 2031.¹⁷ Accommodating this additional growth with current land use patterns is not sustainable. The report concluded that to protect the environment, health and quality of life, a more progressive, innovative and coordinated approach to growth management needs to be adopted. It also requires individual municipalities to make long term policy decisions to support this growth.

The Growth Plan is the vision for managing growth in the GGH to 2031. It adopts the Compact Scenario¹⁸ model of growth which incorporates the findings of “*The Growth Outlook for the Greater Golden Horseshoe*” and anticipates that the population of the GGH will reach 11.5 million by 2031.

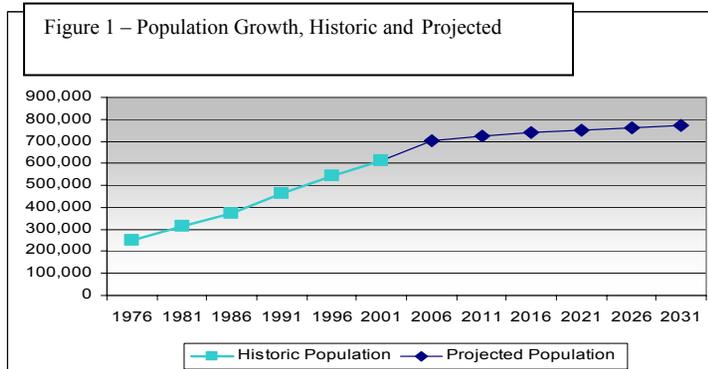
4.2 Region of Peel Growth Outlook

Growth forecasts for the Region of Peel propose that between 2001 and 2031 approximately 610,000 additional persons will be living in the Region. During the same time horizon an additional 340,000 jobs are expected to be created in Peel.

4.3 Population Growth in Mississauga

Mississauga has been one of the fastest growing cities in Ontario and Canada, accommodating a large share of the population growth in the Greater Toronto Area (GTA). In 1976, Mississauga’s population was approximately 250,000. Today, the City’s population is over 700,000 (population based on 2005 growth forecast including census adjustment). Figure 1 depicts existing population growth from 1976 and anticipated population growth to 2031.

On average, Mississauga’s population grew by 14,500 persons per year between 1976 and 2001. Mississauga will continue to grow but at a slower rate. There was an increase in population by over 55,000 persons from the 2001 to 2006 Census’, which translates into a percentage increase of approximately 9%. By 2031, the population is estimated to reach approximately 770,000. The annual population growth is expected to decline to 5,300 persons per year between 2001 and 2031.



Source: Statistics Canada. Mississauga Growth Forecasts, 2005.

Population Age	2006	2031
0 to 14 years of age	20%	14%
15 to 34 years of age	27%	21%
35 to 54 years of age	33%	26%
55 years of age and over	20%	38%

A large portion of Mississauga’s population growth - over 51% in 2006, was attributed to immigration.²⁰ A recent study prepared by the University of Toronto indicates that recent immigrants typically have larger households than the norm upon arriving by after about a decade they assume household attributes that are more similar to the local population.²¹ Growth has also occurred as a result of households migrating from other neighbouring communities and new families establishing their first home.

The most recent trends associated with the growth profile have resulted in a preference for ground-related housing units. In the City Centre, where about 90% of the dwelling units are apartments, approximately 25% of the households include children less than 19 years of age.²² This, however, may be attributable to affordability issues rather than preference.

In Mississauga (2006) the greatest proportion of housing is in the form of single detached dwellings (41%). Apartments units comprise about 34% of the stock with the remaining balance,

11% and 14% respectively, comprising semi-detached and townhouse units.²³ Future growth in the housing stock will largely be in the form of apartments particularly within the Urban Growth Centre which includes City Centre.

4.4. Local Demographic Trends

Mississauga's population projections and age structure have implications for both housing demand and the employment base. During the last 30 years, the City has attracted a significant proportion of persons in their household formation years. Population growth, increasing employment opportunities, recreational amenities and a relatively affordable and a diverse housing stock have largely contributed to Mississauga becoming a location of choice. Currently, nearly half of the City's population consists of young persons that are less than 34 years of age (see Table 2).

Declining fertility rates and migration levels, increasing life expectancy and the aging of the population will result in significant changes to the age structure of Mississauga's population and demand for housing.

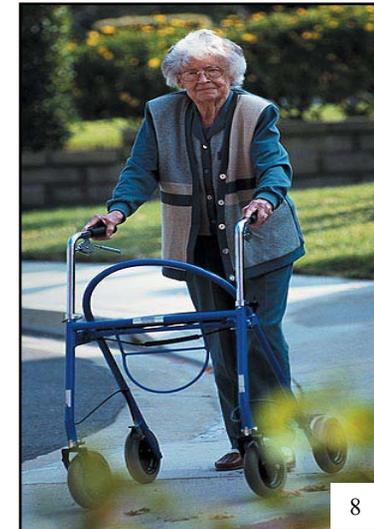
In 2031 the age profile for Mississauga is expected to change (see Table 1). Children (0-14 years old) will make up a smaller proportion of Mississauga's population. Although older adults (over 55 years old) represent one-fifth of the current population (2006), the over 55 year age cohort is anticipated to experience the greatest increase in share of the population over the next 25 years. By 2031, nearly 40% of Mississauga will be over 55 years of age. An aging City population results in fewer households with families and a declining average household size.

Between 1986 and 2001 the average household size in Mississauga increased from 3.09 to 3.13 persons. This rise is attributed to an increase in family housing stock and also the addition of larger immigrant families residing in Mississauga.

Between 2001 and 2006 the average household size decreased to 3.09.²⁴ It is expected to continue to decline as the population ages and the proportion of families without children and one-person households increases. Each of these trends has implications for housing demand such as the need to provide more housing units to accommodate the same population and an increased demand for different types of housing.²⁵



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A look at housing occupancy patterns reveals demand for housing by unit type is largely related to the life cycle stage of a household. The population comprising the middle-aged cohort (between 35 and 54 years of age) is primarily housed in

detached dwellings while younger households (less than 34 years of age) occupy a variety of house forms. This is largely attributed to financial, location or lifestyle considerations.

Occupancy patterns for older households (over 55 years) range from ground-related units to apartments. However, there is also a tendency for this older cohort to remain in their ground-related units for as long as health and economic well-being permit. As seniors choose to age “in place” they postpone the transfer of their detached dwellings to younger households with families. This trend coupled with the fact that new ground-related units will no longer be easily and affordably developed means that new ground-related housing, which appeals most to families, will be difficult to supply.



The decline of younger children and increasing numbers of older persons in mature traditional residential areas will affect the demand for future local services and recreational programming (e.g. need for seniors’ day care services and the

closure of schools). When evaluating growth management options in developed areas there is a need to consider the existing and planned hard (e.g. roads, transit, sewers) and soft (e.g. day care needs, recreation, education) infrastructure and the investment required to sustain it.

5.0 Employment Trends

5.1 Employment in the Greater Toronto Area and Hamilton (GTA-H)

The Greater Toronto Area and Hamilton (GTA-H) includes the Regions of Peel, York, Durham, Halton and the Cities of Toronto and Hamilton. Total employment in the GTA-H in 2001 was 2.95 million jobs. From 2001 to 2031 employment growth is projected to increase by 47% to approximately 4.3 million jobs. Employment growth in the Region of Peel is expected to increase by 64%, from 530,000 to 870,000 jobs.²⁶

5.2 Employment in Mississauga

According to Hemson Consulting Ltd., employment is projected to increase 50,000 to reach approximately 500,000 by 2031. The City’s annual Employment Profile (2007) indicates that the largest concentration of businesses is in the wholesale trade sector, which employs 15% of the workforce and accounts for 13% of all businesses.

The retail trade sector accounts for 13% of all businesses, but employs 7% of the workforce. The third largest sector is manufacturing (12% of businesses), which employs 20% of the workforce.

Future employment growth will be concentrated in employment land areas with vacant supply, mostly in the Meadowvale Business Park and Gateway employment districts. As employment land supply becomes developed, employment growth will become more focused on the office and population-related employment sectors.²⁷

A 2001 study conducted by the City titled *Labour Force Needs Study: Housing and Other Issues* found that although Mississauga is well positioned in the employment market, businesses are affected by a number of challenges related to attracting and retaining employees: market forces, competition, affordability, and transportation, particularly transit. The transition of Mississauga from a relatively young population to an aging population will have an impact on the active labour force.

Implications of an Aging Population for City Services reports that businesses will be more reliant on recruiting or importing labour from outside of the City. A greater reliance on imported labour may have implications on commuting patterns and the transportation network. An increase in suitable and affordable housing and efficient transit services will be needed to encourage the non-resident workforce that will replace the aging population to live in Mississauga rather than commute from surrounding communities.



Hurontario Street Higher Order Transit Concept

The report also acknowledges that possible changes to the mandatory retirement age and changing retirement patterns could affect the future labour force participation rates of older adults. Currently the percentage of those aged 65 or greater participating in the labour force is 7.3%. The projected participation rate in the labour force for the same age group in 2041 is unchanged.

5.3 Employment Land Trends

Mississauga is a major employment centre in the GTA. Historically, Mississauga has accounted for a large share of the employment land building activity and absorption in the GTA. Its success has, in part, been due to: Lester B. Pearson International Airport; access to the 400-series highways, a skilled labour force and US markets; and large, well-located employment areas.

Existing Official Plan policies have sought to protect the City's employment areas. The Growth Plan and the PPS also prioritize the preservation of employment areas as key to developing stronger communities and managing growth. Employment forecasts for Mississauga are divided into the following three land use based categories:

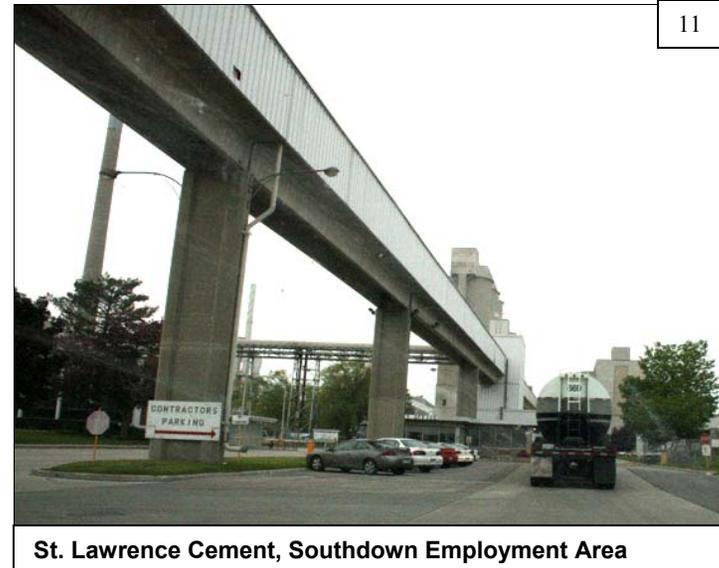
- employment land employment
- major office employment
- population-related employment

Employment associated with employment lands is land extensive and includes manufacturing, warehousing and research and development. Major office development includes freestanding office development of 1 860 m² (20,000 sq. ft.) or more. Population-related employment includes retail, education, health care, municipal government and home-based employment.

Employment land absorption is anticipated to increase steadily until 2011 and then decline as prime greenfield sites are absorbed. The potential for major office development remains high as office development is not land extensive; however, it will be important to retain well-positioned sites. Population-related employment occurs in response to population growth.

Over the forecast period this type of employment is expected to maintain a fairly constant ratio to the total population.

Employment land employment is anticipated to play a smaller role in the City's economic future as greenfield land for employment lands is developed with employment land absorption peaking in the next 10 years. The city's current supply of vacant employment land is limited and while generally regarded as well-developed and stable there is a need to protect some of the city's more mature industrial-type lands from pressure for conversion to other uses.²⁸



St. Lawrence Cement, Southdown Employment Area

The Provincial Growth Plan places a strong emphasis on economic development and establishes strict criteria for the conversion of employment land to non-employment uses. Conversions of employment land may only be permitted through a municipal comprehensive review where it has been demonstrated that a series of tests have been met eg. the conversion will not adversely affect the overall viability of the employment area and the achievement of intensification and density targets. Despite generating jobs, major retail uses are considered to be non-employment uses by the Growth Plan.²⁹

Office development, due to its need for small land area is expected to play a larger role in the City's economic future. In 2007 the City commissioned the Canadian Urban Institute to conduct an office strategy study aimed at identifying a series of policies and strategies to strengthen Mississauga's competitive advantage as a major office location in the Greater Toronto Area (GTA).

The Mississauga Office Strategy Study Final Report (April 2008) examined changing market trends, financial issues, existing Official Plan policies and effective strategies in relation to office development. It concluded that office growth is expected to remain strong with the demand for office space, between now and 2031, expected to range from a minimum of 929,000 m² (10 million sq. ft.) to a maximum of 2,323,000 m² (25 million sq. ft.) provided certain supportive policies are introduced.³⁰ It is important to maintain a competitive share in the office market in order to realize employment growth in the future.

Map 2 depicts the existing employment areas in Mississauga,

Map 2
Core Office Growth



in addition to the downtown, that are expected to experience major growth in office development. Existing Official Plan policies preserve these areas for employment activity by not allowing residential development or conversion to non-employment uses.

Employment is expected to grow significantly to and beyond 2031. The labour force will include many Mississauga residents; however, the City will continue to import a number of employees to accommodate demand. It is anticipated that plans to intensify under-utilized commercial lands and develop vacant residential lands will provide increased housing opportunity to accommodate workers who currently commute to Mississauga to work.

also enhance transit usage and provide additional mobility options for those working in Mississauga. These improvements coupled with the introduction of bus rapid transit between the Highway 403 corridor and Eglinton Avenue and higher-order transit along Hurontario Street will facilitate traffic movement within the City, providing additional incentive for employees to reside locally.



Mississauga Transit Articulated Bus

Mississauga Transit's Ridership Growth Strategy proposes a number of initiatives to improve public transit usage over the next five years: reduced travel times, limited stop express transit service on select core routes, improved integration with connecting transit systems and fare incentives. The development of cycling commuter routes, bike storage facilities at transit stations and installation of bike racks on buses will



LRT Station in Downtown Austin, Texas

6.0 Housing and Housing Needs in Mississauga

Approximately one-fifth of Mississauga's existing housing stock was constructed before 1970. Another 25% of the existing housing stock was added each subsequent decade (1971-2001). Mississauga's current housing stock is relatively new and in good condition. According to the 2006 Census, 96% of the city's housing inventory required no major repairs.³¹ Even older inventory in the more established neighbourhoods such as Port Credit, Streetsville, Cooksville, Malton, Mineola, and Erindale remains in a state of good repair and is not slated for widespread renewal.



Detached Home near the Rattray Marsh area, Mississauga

Development in these established communities has typically taken the form of replacement dwellings (i.e. an older more modest detached dwelling demolished and replaced with a large modern home on the same lot) or in the form of intensification of former brownfield sites or infill development on underutilized lands.

If the whole of Mississauga is considered, there is a relatively good mix of housing. Approximately 41% of the City's stock is made up of single detached dwellings reflecting the Mississauga's historical position as an affordable alternative location to Toronto for family housing. Apartment units in buildings or duplexes comprise 34%, semi-detached 11% and row dwellings 14%³² of the inventory.

At the planning district level, there is less variety in dwelling type. The Mineola and Lisgar Districts contain no residential units in apartment buildings. Port Credit, on the other hand, maintains a significant proportion of its housing in high rise apartment form (49%). All three districts are located near an existing GO Station; however, the Port Credit district is the only area which has transit-supportive densities and a pedestrian-friendly street network.

The lack of housing mix limits choices for people who may wish to continue to live in their communities but have different needs because of lifestyle or age-related circumstances. Similarly, new housing in City Centre almost exclusively consists of smaller units in high rise buildings, thereby, precluding families from making the downtown a location of choice. Three-quarters of Mississauga's vacant residential land capacity is in the form of apartments which have typically not been the preferred accommodation for households with children.



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Age, family life cycle and economic situation all drive the demand for housing by type of unit. Peak demands for apartments are when households are in their 20's and then decline to their lowest point when they are in their early 50's. Demand for detached units typically declines when households are in their early 60's but there is evidence in Mississauga that many aging households are choosing to remain in their homes for as long as they are able. For some, this is a personal preference but for others it may be due to the lack of attractive alternative housing options.

The propensity to move depends upon available unit types and the age of the household within the older adult category. Younger older adults (55 to 70 years) are in relatively good health and many lead active lifestyles. Most people in this group wish to remain in their detached dwellings because of an emotional attachment to their homes or communities and a lack of suitable, smaller ground-related units nearby.



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Sheridan Villa, Mississauga

Those wishing to move are often seeking a lifestyle change as they retire or semi-retire (e.g. housekeeping services, maintenance-free housing and more recreation opportunities). In some cases this age group may also wish to realize the built-up equity value of their homes to finance other activities. The elderly (over 85 years) is the most vulnerable group from a financial and health perspective. This group may move to obtain access to a support network (family or friends) or may need supervised or institutional care.

Assuming the continuation of present occupancy patterns there will be a strong demand for detached dwellings. It is estimated this demand is equal to all of the single detached units that currently exist in Central Erin Mills, Erin Mills, East Credit and Hurontario planning districts.

As ground-related housing becomes more expensive, families considering moving to Mississauga will seek out less costly alternatives in communities such as Brampton or Milton or further away in smaller cities such as Cambridge or Guelph. Alternatively, they may choose apartment housing if it provides certain location and quality of life advantages.

Quality of life is influenced by the availability of affordable housing. If apartments, particularly those which could accommodate families with two bedrooms or more, are more affordable there is likely to be an increased demand for them. More than one quarter of the households in Mississauga have affordability issues. In 2001, there were over 30,000 owner-occupied and over 20,000 rental households in Mississauga paying more than 30% of their income for housing.

A higher quality of life also implies better City services, public amenities, lower transportation expenses and less time spent commuting. In large urban centres such as Toronto and Vancouver, younger households are often choosing to live in smaller housing units in the City because of the lifestyle it offers. Cities like Vancouver are also requiring that a significant proportion of new housing, even in high rise forms, is affordable and suitable for families.

While Mississauga will likely be able to accommodate the total number of units required to support the growth targets it will be in a form that is not preferred by many. The mismatch between housing supply and demand by type has implications for employment as well as for a balancing the population.



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David Lam Park. North False Creek. Vancouver

Retaining and attracting young and middle-aged adults plays an important role for our employment strategy, economic development and desire to reduce commuting and congestion. If Mississauga does not intervene in the housing market to provide affordable and suitable housing for this age cohort it will likely lose more of this population to outlying areas thereby increasing commuting and congestion and accelerating the aging of our resident population.

7.0 Summary of Emerging Population and Employment Trends for Mississauga

By 2031

Population

- Approximately 70,000 additional people will reside in the City.
- The population will be considerably older- nearly 40% will be over 55 years.
- Older people will continue to remain over-housed in their existing dwellings.
- The City will not be able to accommodate all of the demand for ground-related housing units.

Employment

- Approximately 50,000 additional employment opportunities will be provided in the City.
- Growth will occur primarily in the office sector.
- Office growth will occur primarily in the following areas: Airport Corporate Centre, Gateway, Meadowvale Business Park and City Centre.
- Growth will be supported by proposed transit improvements and a greater range of housing.
- Increasing employment issues are related to labour force supply: market forces, competition, housing affordability, public transportation.

Part II: Where We Want to Go – Building a Sustainable Future

8.0 Sustainable Living – A Foundation for Growth Management and Evolution of the City

It is difficult to imagine what Mississauga will look like in the next 25 or 50 years, but it is precisely this long term view that needs to be considered when planning for growth. Unlike most municipalities in Ontario, Mississauga has not grown outward from a town centre – in fact, our downtown core has been one of the last areas to develop.

In 1975, downtown Mississauga consisted of little more than a newly built shopping centre (Square One) and some vacant farmland. Three decades later the downtown has a mixture of office and residential land uses as well as a variety of civic, cultural and commercial uses. Most of this growth has occurred in the last decade as the real estate market responded to land use policy changes aimed at promoting growth and development.³³

By 2031 Mississauga will need to accommodate an additional 70,000 persons and 50,000 jobs. Unlike in the past, this second generation of growth will have to be accommodated in the form of redevelopment and intensification in and around existing communities and employment areas.

At issue is how to intensify existing areas and whether or not there will be adequate capacity in the infrastructure to service this growth, where should it be located, and will Mississauga have suitable residential and employment land supply and financial resources to maintain growth? How can intensification be achieved without impacting our natural environment? Can Mississauga’s existing urban structure accommodate the type of growth that is contemplated by the Growth Plan and how will the City deal with growth beyond 2031? To answer these questions it is necessary to consider a sustainable future vision for the City - one that is based on the concepts of smart growth.

1975



20

2005



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Many Mississauga residents have enjoyed the benefits of land extensive growth such as plentiful jobs, affordable housing and a relatively high standard of living. It is only recently that contemporary suburban lifestyles and settlement patterns have come into question. The Growth Plan addresses sprawl and the inefficient use of land by requiring that municipalities in Ontario manage urban growth in a more sustainable manner.

Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.³⁴ The benefits of a more sustainable way of life are clear: efficient uses of resources, protection of the environment, more liveable communities and continued economic prosperity for current and future citizens of the City.

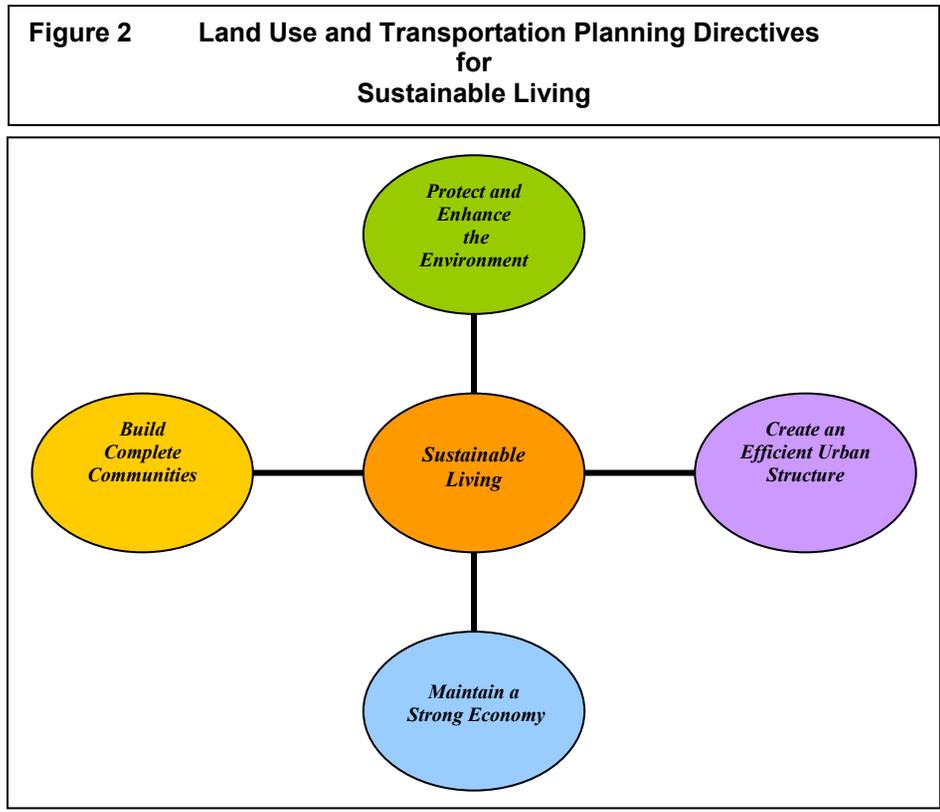
The key to a prosperous and liveable future is to plan for *sustainable living* in Mississauga. The term *living* refers to the many human activities that constitute daily life: where and how people reside, work, recreate, go to school, socialize and form human connections to one another and places. For the purposes of this report,

sustainable living refers to a lifestyle based on choices and activities that support our environment, public health and economy without depleting existing natural and man-made resources.

This review does not take into consideration all aspects of sustainable living. Indeed many things that affect our way of life are beyond the scope of a local growth management strategy e.g. the origin of our food supply. This report focuses on the relationship of land use and transportation planning and its ability to support healthier lifestyle choices, protect the environment, and ensure continued economic prosperity and efficient use of resources. The way Mississauga's current residents choose to live (reside, work and play) will be critical to the future success of the City.

Land use patterns that provide convenient proximity to different uses, whether in a vertical or horizontal form, will be essential for achieving human happiness, productivity and well-being as the City grows.³⁵

Figure 2 identifies four key land use and transportation planning directives for sustainable living: build complete communities, protect and enhance the environment, maintain a strong economy and create an efficient urban structure. The following section further defines these directives and discusses their application to the Mississauga context.



9.0 Build Complete Communities

9.1 Complete Communities

The PPS requires that *growth* areas be modelled on this concept of complete communities.³⁶ *Complete communities* are defined by the Growth Plan as communities which:

“meet people’s needs for daily living through an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing and community infrastructure including affordable housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.”³⁷



Lakeshore Road, Port Credit

The term “*complete communities*” assumes a relatively broad range of land uses in local communities.

With few exceptions most of Mississauga’s residential areas lack an identifiable centre or core which concentrates commercial and community services in a compact, pedestrian friendly form. Many of Mississauga’s stable residential communities were developed with a lot and road pattern which presently cannot accommodate the type of



Queen Street, Streetsville

intensification (compact, higher density, mixed-use, transit-oriented) contemplated by the Growth Plan and range of land uses without major impacts to the existing character of these areas. The lack of a diversity of employment opportunities in stable residential areas also precludes the ability to live and work in the same community, beyond limited home occupations.

Another important characteristic of complete communities is multi-modal transportation facilities. The ability to choose walking or cycling as a practical alternative to driving makes these communities very

desirable. While schools, parks and other community uses are located within walking or cycling distance, most Mississauga residents drive to commercial facilities for their daily needs and to commute to work. Residents have a high degree of access to a range of shopping services (Citywide) because travel by car is the most frequent and convenient mode of transportation.

A more appropriate approach to building complete communities in Mississauga is to improve active transportation and transit connections to concentrated local services and facilities. In the short term, it is unlikely that all travel trips will be local in nature, particularly the journey to work. However, if Mississauga were to evolve around a system of pedestrian-oriented mixed-use centres that serve several adjacent neighbourhoods there would less need to travel farther afield to meet one's daily needs.

The concept of community becomes an important quality of life indicator as a City evolves. Urban dwellers have a psychological need to experience a sense of smallness, intimacy and community within cities.³⁸ As many large cities have grown and become denser, they have organically developed community nodes around major transportation hubs.³⁹ Community nodes contain all of the essential services that are needed for daily living: housing, offices, shops, transit and other services, at a density which can support them.

New growth should be directed to community nodes to create vibrant focal points for the communities they serve. But growth must also be carefully managed to preserve and enhance valued natural and heritage assets. These important resources play an important historical role in the evolution of the city but also provide a genuine individuality.

Existing residential nodes have greater opportunity to achieve the higher density, mixed-use and compact form required for complete communities. An assessment of existing community services and future needs should be conducted through detailed node studies. Improved linkages should also be developed so that that ultimately all

residents located within in stable residential areas have either pedestrian, cycling or short transit access to vibrant community mixed use centres for their daily needs. While this will likely take many decades to fully implement, opportunities to achieve this urban form should be examined now in conjunction with other major City-building initiatives.



Mixed-use development in Port Credit

Source: Ontario Growth Secretariat, Ministry of Energy and Infrastructure

9.2 Compact Form and Density

Compact urban form describes a land use pattern that encourages efficient use of infrastructure, the creation of walkable communities, mixed uses and proximity to transit facilities. It includes a variety of building forms on smaller lots: detached, semi-detached, townhouses,

multi-level commercial buildings and both low and high rise apartment buildings preferably in combination with retail or office uses.⁴⁰

Population and housing densities (measures of the population or housing units within a given area) are often used as indicators of *compactness* in cities and neighbourhoods. Mississauga was ranked among the top three municipalities in the GTA-Hamilton Area in terms of density. In a review of land supply prepared for the Urban Development Institute existing density for Mississauga was 12.8 units per hectare (5.2 units per acre) (Table 3). The gap in existing density from Mississauga to Hamilton and Toronto, ranked first and second, respectively, relates to the fact that both these cities were industrial centres which developed in the 19th and early 20th Centuries where the predominant mode of travel was by walking or streetcar.

The figures in Table 2 correspond with densities calculated by staff in a recent study. In 2001, the City of Mississauga had a population density of 36.3 persons per hectare (15.0 persons per acre). This figure translates to a corresponding residential density of 12.7 units per hectare (5.3 upa).

Mississauga’s spatial development was significantly influenced by post-war growth as a car-oriented suburb. Starting in the 1950’s and 1960’s Mississauga became an increasingly popular alternative to more expensive and relatively crowded housing conditions in downtown Toronto neighbourhoods.

Master planned communities, initially, such as Meadowvale and Erin Mills in the 1970’s and 1980’s, were developed upon the ‘new town’ concept that provided new single family housing on large lots along with nearby employment opportunities, schools and recreation facilities.

The introduction of GO Transit in 1967 as well as the construction of new roads and subsidization of highways served to further expand access for Mississauga residents to jobs in Toronto and vice versa.

Table 2: Existing Density for Selected Municipalities in the GTA-Hamilton Area	
Municipality	Density** uph (upa)
Hamilton*	23.8 (9.6)
Toronto	23.5 (9.5)
Mississauga	12.8 (5.2)
Burlington	10.3 (4.2)
Pickering	10.1 (4.1)
Markham	9.9 (4.0)
Richmond Hill	9.6 (3.9)
Vaughan	8.9 (3.6)
Newmarket	8.3 (3.4)
Brampton	7.8 (3.2)
Aurora	7.2 (2.9)
Oakville	6.6 (2.7)

(Source: Malone Given Parsons. UDI. Analysis of Land Supply in the GTA-Hamilton Area. July, 2004).

Notes: *Hamilton information is based on the newly amalgamated City.**Densities include regional road rights-of-way; highways, valley lands/open space, mixed use commercial, retail, office, schools and parks. Areas of major open space corridors, major institutional uses such as airports, train yards, employment and industrial lands are excluded.



Example of two different communities each having a density of 11.7 units per acre



Hypothetical streetscape depicting the Growth Plan's density targets for designated greenfield areas (above: density of approximately 50 residents and jobs combined per hectare)

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Density of approximately 50 residents plus jobs combined per hectare

Source: Ontario Growth Secretariat, Ministry of Energy and Infrastructure

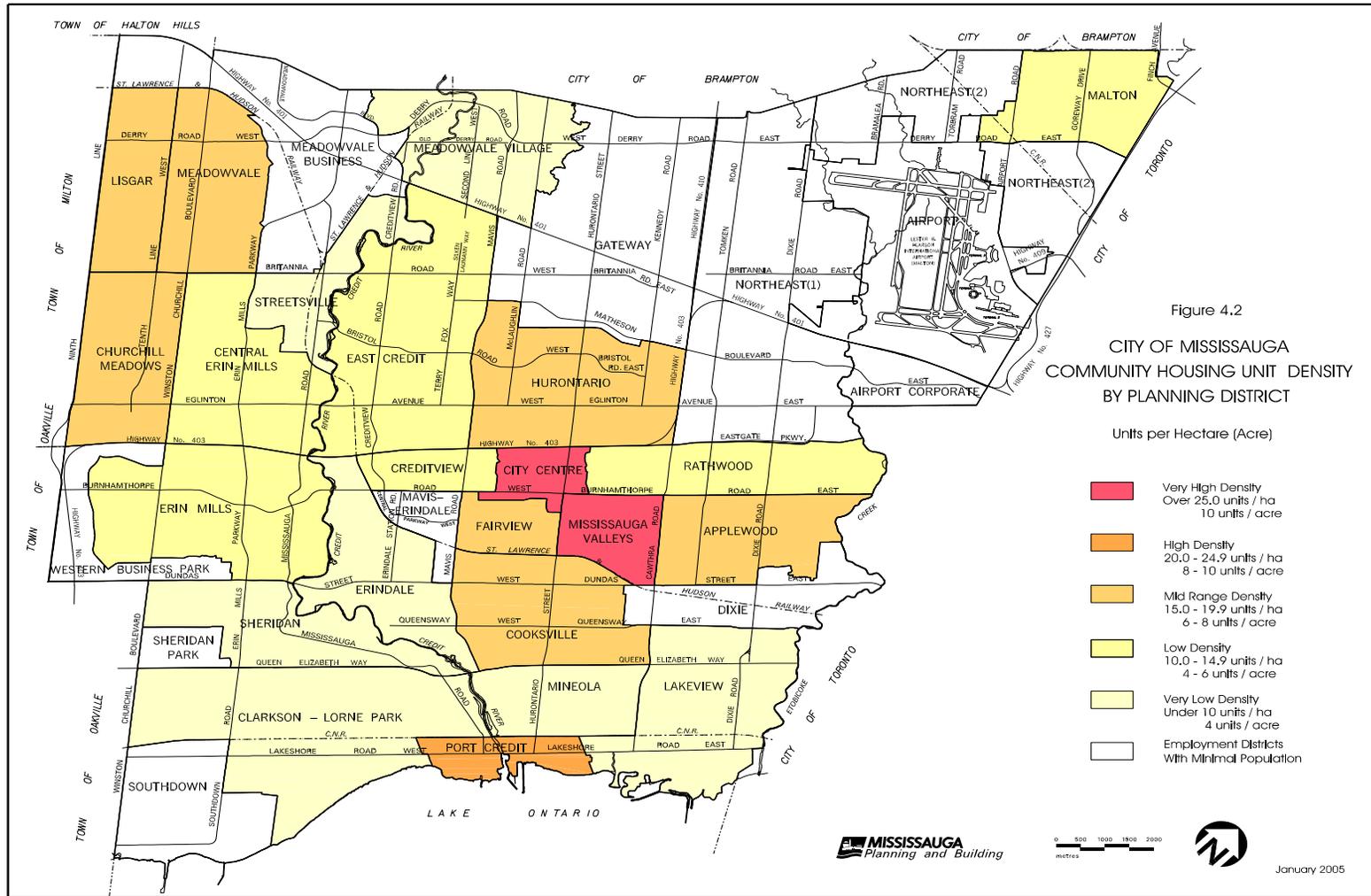
The Growth Plan density target for greenfield development is 50 persons plus jobs per hectare (20 per acre). City staff may wish to apply this figure as an intensification target when retrofitting existing communities. The 50 persons plus jobs target would result in an increase in population but also greater mix of uses. While it is useful to have a benchmark density for the City, this indicator does not illustrate the variations in densities and intensity of land use within the City. Map 3 illustrates the distribution of residential density (number of housing units) by community defined as planning districts.

The greatest residential densities are found in the centre of the City, along the major east-west corridor of Mississauga Valleys, and in the mixed use community of Port Credit in the southern part of the City. Older established districts, such as Mineola and Sheridan, have the lowest densities and are largely devoted to single family detached dwellings.

The residential density pattern illustrates the general historical development of the City. The lower densities south of the Queen Elizabeth Way represent communities planned and developed from the 1950s to 1970s. The higher densities in the western part (Churchill Meadows) of the City are reflective of the increasing densities over the last decade. The central city is the exception because it is the focal point in Mississauga with commercial, employment, entertainment and residential uses, and is the transit hub of the City.

Although commercial and community uses are permitted in residential areas, the predominant land use is housing. This becomes particularly evident when looking at combined residential and employment densities by *residential* planning district. In contrast, the *employment* districts – Meadowvale Business Park, Gateway, Northeast, Airport Corporate, Dixie, Sheridan Park, Western Business Park, Mavis-Erindale and Southdown do not permit residential uses.

Map 3 Housing Unit Density by Planning District



The highest mixed residential and employment densities are found in City Centre; the combined population plus jobs density in the downtown is 153 ppj/ha (62 ppj/ac). There is relative balance in the ratio of population to jobs in City Centre of 1:1.4 (64 persons to 89.5 jobs per ha).

The Mississauga Valleys community, located immediately to the east of City Centre exhibits the second highest total persons-plus-jobs ratio at 81 ppj/ha (33 ppj/acre) after City Centre. However, based on recent employment density figures, there is very little employment in this and similar residential communities.

The most compact neighbourhoods which have a population plus employment density of greater than 50 ppj/ha (20 ppj/acre) include: Applewood, Cooksville, Fairview, Hurontario, Lisgar, Malton, Meadowvale, Mississauga Valleys and Port Credit planning districts.

Density has important implications for the delivery of City services and in particular, transit. According to the Ministry of Transportation's Transit-Supportive Land Use Planning Guidelines, a residential density of 10 units per hectare (uph) /4 units per acre (upa) is required to support one-hour transit service.⁴¹ Apart from residential densities, the overall ridership demand in a given Mississauga community determines the level of transit service it receives. Although many communities in the City exceed the 10 uph (4 upa) residential density threshold, transit service may not be feasible if there is inadequate ridership demand.

City Centre is the only community which currently approaches the levels of residential density required to support rapid transit services (30 uph/ 12 upa).⁴² More frequent transit service is required to capture a greater share of the daily modal split. Despite these statistics, there is significant demand for public transit as over 30,000,000 transit trips were made in 2007 on Mississauga Transit, the fourth largest transit system in Ontario (after the TTC in Toronto, Ottawa, and GO Transit).⁴³

Higher densities are part of well-established planning principles for growth management. The efficient use of land and infrastructure resources is achieved through the development of communities with compact urban form and transit supportive development.

The PPS and Growth Plan also incorporate density targets to achieve their long term goals and objectives. However, higher densities alone are not adequate to achieve transit supportive development. Modifying the spatial pattern of the City to generate a greater mix of uses and services within and in proximity to existing communities will be necessary. Ensuring that land uses are mixed and in compact form. Providing greater transportation options and improving multi-modal mobility will also be required.

9.3 Stable Residential Areas

In Mississauga there are several relatively homogeneous low density residential communities which would not currently be appropriate targets for intensification. Some of these communities possess unique and often semi-rural qualities such as Mineola. Other more recent residential subdivisions have been separated from arterial roads by noise barrier fencing and a reverse lotting pattern which reinforces the dependency on cars.

Redevelopment efforts in these communities should focus on minor infill or replacement of aging housing stock and providing better connections and linkages to community nodes and other destinations rather than intensifying the form of development.



Although stable residential areas are inappropriate locations for intensification this does not mean that they will remain static or that new development must be precisely the same as in the past. For example, a recent Ontario Municipal Board decision ruled that

manipulating numerical density limits is an inappropriate method of dealing with intensification in residential areas. It is possible to “consider an evolving planning approach as well as an evolving nature of house design, construction, landscape and aesthetic built form appeal as the City grows without undermining the character of the area in which it sits”.⁴⁴ It is possible to introduce new infill development that is complementary to the existing often unique character of these areas.

In certain circumstances, intensification could occur incrementally through the introduction of secondary units provided there is no impact to the surrounding community and the site is within walking distance to frequent transit service. For example, seniors may wish to add a second self-contained dwelling unit in their homes for an adult family member or caregiver.



Straw Bale House in Mississauga
Three semi-private units with common areas

This form of intensification is encouraged by the Growth Plan⁴⁵, retains the appearance of the existing community and makes more efficient use of existing infrastructure and community facilities such as including schools, parks and community centres where there is decreasing usage. In the interior of these communities and in the absence of transit services, even this incremental level of intensification may be inappropriate.

As the building stock ages or development pressures change, the redevelopment of existing brownfield or greyfield areas, such as older neighbourhood shopping centres, particularly those located on a transit route, should be considered. Redevelopment should aim to enhance the quality of life in existing communities by providing greater housing options, particularly for seniors and improved pedestrian-oriented commercial and community services in mixed-use developments.



Source: Ontario Growth Secretariat, Ministry of Energy and Infrastructure



Source: Ontario Growth Secretariat, Ministry of Energy and Infrastructure

9.4 Towards a Multi-Modal City

Today most internal trips within Mississauga are made by car. Less than 5% of all local trips are made by transit.⁴⁶ People who do take transit are almost always travelling to destinations outside of the city.

If Mississauga is to develop more complete communities there must be a plan in place to reduce reliance on cars from both a regional and local perspective. The recently released Draft Regional Transportation Plan (RTP) prepared by Metrolinx identifies several problems associated with the current regional transportation system:

- increased reliance on cars;
- a low density dispersed land development pattern in the GTAH;
- disconnected transit services;
- years of underinvestment;
- inefficient use of the existing road and highway system;
- economic impacts associated with congested roads the hindrance of trade and the movement of goods;
- and highways; and
- the need to improve mobility options for those with greater social and service needs.⁴⁷

The RTP seeks to minimize unnecessary travel by “providing a range of fully-integrated, easily accessible, attractive and sustainable transportation choices for GTHA travellers and encouraging the use of options other than the automobile.”⁴⁸ The same multi-modal objectives should be applied at the city level to manage the local road network and improve road capacity.

“An urban environment that encourages and facilitates walking supports community health, vitality and safety. A city designed for walking has a greater use of public transit; decreased car dependence; reduced conflicts between vehicles and pedestrians; cleaner air;

greener public spaces; and supports green tourism. Such an environment creates opportunities for the informal social interaction that is one of the main attributes of a vibrant, liveable city”.⁴⁹

It has been said that every transit trip begins as a pedestrian. Access to safe and comfortable pedestrian transportation routes is an essential component of liveable communities. It is also important to provide and support alternative transportation infrastructure. Cycling provides an important alternative transportation mode when walking is less convenient or impractical. Pedestrian and cycling facilities should be safely integrated with the overall road network to achieve viable multi-modal transportation options.



Santa Clara Valley Transit light rail occupies the center of a multi-modal-friendly urban street that includes four divided lanes for automobiles, sidewalks and dedicated bicycle lanes.

The Growth Plan identifies a radial walking distance of 500 m (approximately 10 minute walk) from higher-order transit stations as an appropriate area to target for intensification to support transit.

The same criteria can also be applied when evaluating accessibility for different neighbourhoods. How many services can Mississauga residents access by foot, bike or transit within 500 m (547 yds) of their home? The land use pattern, block size and road network in most communities does not support walking or cycling as a mode of transportation to meet one’s daily needs. There are some notable exceptions such as Port Credit and portions of Streetsville – existing historic communities which have developed along a much finer road grid structure and prior to mass car-ownership.

“Active transportation” has been coined to describe all forms of non-motorized transportation such as walking, bicycling, skateboarding, and rollerblading. Depending on the level of services and amenities provided, walking or cycling can be realistic alternative for short trips between 500 m (547 yards) and 5 km (3 miles) in Mississauga .

How one moves about also has implications for how the City and its spaces are perceived. For example, urban design studies reveal that pedestrians experience their environment at a speed of about 5 km /hr (3 mi/hr). At this travel speed, 75 percent of the City view is at eye level. Consequently what takes place about 170 cm/ 67 in) above the ground becomes very important. First floor building details and materials become noticeable as well as the spaces between buildings. For a pedestrian there is a greater need for visual stimuli, ideally at a rate of one image per every four seconds of travel.⁵⁰ The stimulus can come in many forms: design elements on building facades, signage, landscaping, public art, social gatherings etc.

Contrast this human scale with a car-oriented streetscape experienced at a speed of 60 to 100 km/hr (37 to 62 mi/hr) where few details of the built environment can be perceived. Large expanses of blank walls

adjacent to arterial roads, which would be oppressive to pedestrians, are barely perceived by motorists. At this scale long vistas and skylines are typically more significant.



A successful and vibrant, walkable community must provide for the following five main elements as part of its overall structure and design:

- emphasis on local connectivity
- provide access to amenities
- a strong commitment to density
- ensure pedestrian safety and comfort
- develop aesthetically-pleasing community environments.⁵¹

The process of transforming auto-oriented communities into more pedestrian-oriented, walkable and cycling destinations requires the presence of wider, safer sidewalk systems, high-quality street furniture and secure bike storage facilities, attractive main street design, traffic calming measures and safe cycle routes. However, these

improvements may not always be achievable due to conflicting road right-of-way requirements.

The pedestrian and cycling experience can be significantly improved by creating shade tree-lined boulevards, weather protection canopies, well-lit and well-marked cross walks and signed cycling routes, integrating pedestrian and cycling facilities with high-order transit and planning for a wide variety of shops and services with convenient access to residential areas to serve daily needs.

Over the last 40 years, Copenhagen, Denmark has been transformed from a car-dominated environment to a city which embraces active transportation. The introduction of various programs which limit automobile traffic and enhance cycling and public transit have resulted in a 31% increase in commuter cycling (between 1994 and 2000) to a current 36% share of the modal split. Only 27% percent of the population continues to drive into the downtown and 33% take public transit.⁵²

The City of Melbourne, Australia with a population of over 3.5 million has made great strides in increasing the number of residents in its downtown and improving the quality of its pedestrian walkways through the introduction of high quality design elements, public art, and street trees for shade.⁵³ In addition to aesthetics it is important to provide for protection, comfort and enjoyment in public spaces and pedestrian environments.⁵⁴

Table 3 illustrates the types of elements that should be included in public spaces and Figure 3 how different levels of pedestrian services facilitate or impede walking.

Table 3: Designing Good Public Spaces			
Protection	Against traffic and accidents	Against crime and violence (feeling of safety)	Against unpleasant sensory experiences
	-traffic accidents -fear of traffic -other accidents	-lived in/used -street life -street watchers -overlapping functions	-wind/draft -rain/snow -pollution
Comfort	Opportunities for Walking	Opportunities for Standing/Staying	Opportunities for Sitting
	-room for walking -utilizing layout of streets -interesting facades -no obstacles -good surfaces	-attractive edges -defined spots for staying -supports for staying	-zones for sitting - primary and secondary sitting locations - benches for resting
	Opportunities for Seeing	Opportunities for Hearing/Talking	Opportunities for Play/Activity
	- seeing distances - unhindered views - interesting views - lighting	-low noise level - talkscapes	-invitation to physical activity, entertainment -all year
Enjoyment	Scale	Enjoying Positive Aspects of Climate	High Aesthetic Quality Experience
	- dimension of buildings and spaces relates to human dimensions, senses, movements and behaviour	-sun/shade -warm/cool -ventilation	- good design -views, vistas - trees, plants, water

Source: Lars Gemzoe, Encouraging People Back to the City, *The Development Brief*, Belfast, June 2006 Issue 5 p.3

Figure 3

Walking -- Levels of Quality

	A	B	C	D	E	F
Sidewalks	Exemplary	Excellent	Good	Fair	Poor	Hall of Shame
<p>Walkability increases with added width, buffers to the street, many eyes on the walk, attractive edges. Five-foot minimum widths are needed. Conditions improve as numbers of driveways are reduced, or set back. Non-mountable curbing is important.</p>						
Main Streets						
<p>Main Street walks should be wide, attractive, with many shops and residential units watching over the street. Many activities are needed to keep sidewalks in use many hours a day. Good lighting and street furniture are essential. Maintenance is key.</p>	Local Streets					
<p>Local streets should be narrow, well landscaped, with on-street parking to act as sidewalk buffers. Driving speeds of 15-20 mph are best, 20-25 are acceptable. Homes should be proximate to the street.</p>	Avenue/Boulevard					
<p>Avenues and boulevard sidewalks should be 5-6 feet wide in most applications. Planter strips and bike lanes create essential separation from motorists. Trees, other landscaping, medians help slow motorists. Lanes can be as narrow as 10 feet.</p>	Crossings					
<p>Crossings should be well marked, accentuated by curb extensions. On multi-lane boulevards it is essential to have exceptionally well marked crossings. In some cases signals are warranted.</p>						

10.0 Protect and Enhance the Environment

The planning objectives contained in the PPS and Growth Plan are centered on the concept of smart growth. *Smart growth* refers to well-established planning principles that propose the management of growth and the efficient use of land and infrastructure resources through the development of communities with compact urban form, higher densities, transit-supportive development and the protection of environmentally sensitive areas.⁵⁵

Both the PPS and the Growth Plan seek to protect, conserve, enhance and prudently use natural resources (land, air and water) for the benefit of current and future generations.⁵⁶ The PPS states that natural features and areas shall be protected:

*The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*⁵⁷

Policies should be developed to encourage reducing the footprint of development to allow for greater preservation and enhancement of adjacent natural areas. Low development construction techniques (e.g. storm water management methods) should also be promoted in order to minimize environmental impacts associated with intensification.

A sustainable future must build towards a multi-modal transportation system. Land use and transportation policies should encourage a reduction in single occupant auto-use. The City shall develop an urban structure and transportation network that provides viable active transportation and transit options for its citizens and improves accessibility for all residents.



Credit River Trail

It has been estimated that more than 20% of the greenhouse gases in Toronto are associated with the transportation sector.⁵⁸ The Growth Plan's vision of the future stipulates that people will be able to move throughout the GGH easily in an integrated transportation network and walking and cycling will become viable transportation modes.⁵⁹ The environment, which will become cleaner and healthier, will be protected for future generations.



Rattray Marsh

The City has several important natural features such as the Lakefront, the Credit River, and natural areas which are not appropriate for intensification. Port Credit Village and Old Meadowvale Village the City's two heritage conservation districts and several unique cultural landscapes such as West Mineola should be preserved for future generations. Measures should be taken to ensure that future development does not impact natural and cultural heritage features which are to be protected.

The Growth Plan also encourages the establishment of an urban open space system within built-up areas, which may include rooftop gardens, communal courtyards and public parks.⁶⁰ As areas evolve through intensification, it will be important to ensure that quality open spaces and amenities are provided as a condition of redevelopment and that these facilities continue to meet the needs of current and future populations.

11.0 Maintain a Strong Economy

A strong and competitive economy depends upon a variety of factors – a predictable environment for investment, adequate land and labour supply, an efficient transportation network for the movement of both goods and people and proximity to markets.

Mississauga has maintained a strong position in the GTAH employment market over the last 30 years. Today, it accounts for approximately 70% of total employment in Peel Region and continues to be a net importer of labour. The employment growth outlook for Mississauga continues to remain strong as it maintains one of the largest supplies of employment land in the GTA. However, the supply is limited with 84% of its 6 480 ha (16,012 ac) employment land inventory currently occupied.⁶¹

Although most of the employment areas have developed primarily as planned there has been an increasing trend towards accommodating various community uses such as schools, community centres and places of religious assembly on lands designated for either office or industrial employment⁶². Newer community uses are typically priced out of existing residential areas. Alternatively proponents of community uses look to locate in employment districts where they are currently permitted and where larger, less costly land parcels are more readily available.

While it may be appropriate to continue to allow some of these community uses, particularly those with a regional draw, to locate on major transit corridors within employment districts, the expansion of these types of non-employment uses should generally be avoided. Community uses which contribute to the vitality and identity of neighbourhoods should more appropriately be located near the patrons they serve. The entrenchment of community uses in employment areas may erode the employment land supply and contribute to potential conflicts with other employment and industrial operations.

The PPS and Growth Plan require that an adequate supply of lands for a variety of employment uses be maintained to accommodate new workers and that conversion of employment lands to other uses be limited. Special retention and incentive policies should be developed to ensure that employment areas continue to be viable for industrial and office development and that related operational issues (e.g. access to frequent public transit, efficient movement of goods and people, compatibility with adjacent uses) can be addressed. Community uses should be more appropriately directed and if necessary, incented to locate in mixed use corridors that are served by frequent public transit.



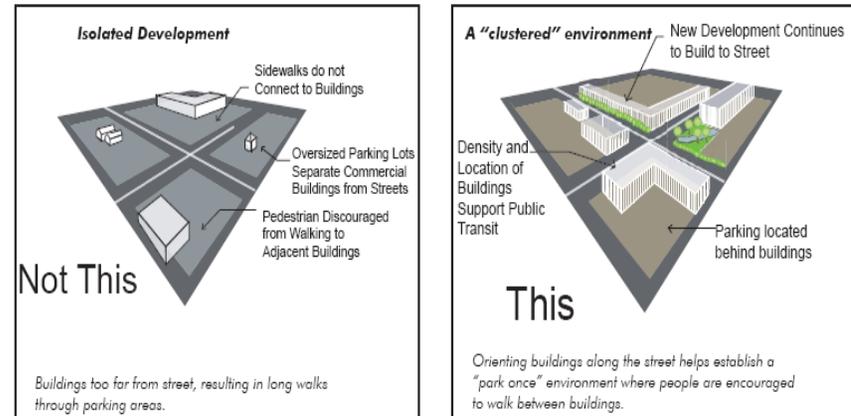
Municipalities that plan to preserve employment areas for current and future users will be able to be more competitive in the future. Major office and institutional development should be directed to urban growth centres, major transit station areas, areas serviced by frequent public transit or near existing or planned higher order transit.⁶³ To become more competitive and attract future employees, Mississauga will also have to provide more affordable housing units suitable for professionals and young families as well as better transit service to and within employment districts.

12.0 Create an Efficient Urban Form

Perhaps the greatest challenge will be how to accommodate a mix of land uses at a pedestrian and transit-oriented scale within the existing urban form. Urban form refers to the physical layout and design of a city: *pattern or arrangement of development blocks, streets, buildings, land uses, open space and landscape in a city.*⁶⁴

The form and structure of an urbanized area including its density, the degree to which residential and employment uses are mixed, and the presence or absence of centres has important implications for travel mobility, connectivity and the spatial arrangement of land use in the City. Urban form has the ability to facilitate or impact the following functions which are necessary for the long term well-being of the local citizenry and the management of the City:

- integration with other areas and accessibility to services (connectivity)
- functional efficiency of individual elements within the structure: *buildings, streets and open spaces etc*
- environmental efficiency
- opportunities to achieve a liveable, mixed-use community and a sense of place
- commercial viability of uses.⁶⁵



Source: City of Calgary, Transit-Oriented Development, 2006

Many aspects of the Mississauga's present urban form do not support smart growth principles. Historically, residential and employment uses have for the most part, been separated. Initially, this was due to public health concerns as many of the early employers were industrial operations: refineries, quarries and manufacturing plants. The development of Lester B. Pearson International Airport further entrenched the separation of residential and employment uses as a result of the Federal Government requirement that residential uses must be distanced from higher noise levels associated with airport operations.⁶⁶

The regional transportation network has influenced the development of Mississauga from the 19th Century with the establishment of the railway lines, the construction of the Queen Elizabeth Way in 1937 and Highway 401 in the late 1950s as well as the widening of Hurontario Street (1953), Lakeshore Road (1967) and Highway 427 (1971).⁶⁷ The majority of growth in Mississauga occurred after 1945. The development associated with this growth period consumed more land

and was substantially more car-oriented than areas built prior to World War II.⁶⁸

The post-war suburban land use pattern with its separated land uses and curvilinear streets, although much maligned today, represented an ideal lifestyle and aspiration for many families searching for an alternative to dense city living. Streets were designed to protect communities from dangerous cut-through auto traffic and noise. Cycling was regarded as a recreation activity and not a viable transportation option. The existing road network and street hierarchy, while convenient for local auto travel, reinforced the separation of land uses and created barriers to pedestrian travel.

Development patterns are a product of their time in the evolution of a city. Many Canadian and American cities that developed in the post-war car-oriented era face similar obstacles to intensification and the efficient delivery of services. While challenging, it is possible for the urban form we have today to transform into a more sustainable land use pattern.

12.1 Optimizing Land Use and Transportation Infrastructure to Support Sustainable Growth

In order to achieve a more efficient and sustainable urban form, land use and transportation planning initiatives must be coordinated. The Provincial Government has committed to a substantial investment in transportation investments over the next ten years. New growth should be directed on a priority basis, to locations that have existing or planned transit service, particularly higher-order transit service. Reducing dependency on the private automobile and providing reliable, frequent and well-connected transit access to local services will improve the quality of life for Mississauga residents and provide local businesses with additional location advantages.

According to a recent study, only 6% of commuters in 905 office locations use transit vs. 60% in downtown Toronto's financial district.⁶⁹

In order for a growth management strategy to be successful it must have a transportation system to support the preferred form and spatial pattern of intensification.

Compact communities use existing infrastructure in an efficient manner. They are based on transit-supportive employment and residential densities which are sufficiently high to support convenient transit service. The amount of density required to support specific levels of transit service varies. For example, Smart Growth British Columbia claims that a minimum residential density of 20 to 30 uph (8 to 12 upa) is required to support "efficient transit service".⁷⁰ The Government of Ontario refers to a similar standard where 1 hour bus service requires a minimum residential density of 10 uph (4 upa) and rapid bus service can be provided at peak times on the basis of a residential density of 30 uph (12 upa).



Rockville Town Square, Rockville, Maryland, USA

None of Mississauga’s existing residential planning districts achieve the rapid bus service threshold although Mississauga Valleys (26.7 uph/10.7upa) is close. Despite relatively low residential densities, there is significant demand for public transit as over 30,000,000 transit trips were made in 2007 on Mississauga Transit.⁷¹ However, providing service in low density areas is costly, inefficient and can impact transit delivery on more profitable routes. Densities which are too low will undermine the viability of an efficient transit service.

The outlook is more positive if the City’s existing residential nodes are examined. The following nodal centres meet the minimum standard for efficient transit service (bus): Meadowvale, Hurontario, Applewood/Rathwood, Cooksville, Sheridan, Clarkson Village and Port Credit. Greater efforts should be made in these communities to integrate bus transit service with other active travel modes (via walking and cycling) to reduce the need for commuter car parks. Higher densities and mixed land uses should also be considered along transit routes which link nodes and other major local destinations.

Ensuring that new development contains a mix of uses will increase the opportunity to shop, work and recreate locally. Portions of main street corridors should become destinations with a unique identity and community design. New community facilities such as schools, libraries and community centres which primarily serve the needs of children and the elderly should be located in nodes or along corridors which are served by frequent transit service. As many existing community facilities are located in nodes, intensification should also be directed in a mixed use form to nodes to support the transit system.



Lincoln Park, Chicago

The ability to move goods and people efficiently must also be considered when planning for intensification. Section 3.2.4 of the Growth Plan indicates that the primary function of the 400 series highways is to facilitate efficient goods movement. Municipalities are to identify priority routes within their boundaries “to facilitate the movement of goods into and out of areas of significant employment, industrial and commercial activity and to provide alternative routes to the provincial network.”⁷² The successful integration of land use and transportation planning including the movement of people and goods is critical to Mississauga’s economic success and achievement of other strategic objectives.

The impact of transit priority on the movement of goods must be examined to ensure that there are no conflicts between various transportation networks. Traffic congestion throughout the GGH is increasingly making the movement of goods and people, a costly and unbearable activity. There are also mounting environmental concerns associated with gridlock – air and noise pollution, energy consumption, urban sprawl and land consumption.⁷³



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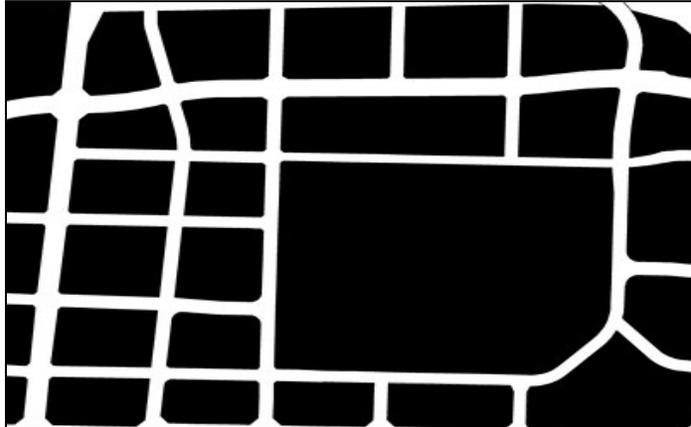
Being able to move effectively through a transportation network is dependant upon having choices. Suburban community designs are based on a street hierarchy system which forces car trips to certain locations and roads. For example, while a grocery store may be less than a quarter-mile away, "as the crow flies" from a given location in a subdivision, the barriers to pedestrian travel presented by the street hierarchy may mean that getting a gallon of milk requires a car trip of a mile or more in each direction.⁷⁴



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In Mississauga, these community design challenges include tall noise barrier walls which are located adjacent to arterial roads to separate them from abutting low density residential communities. Other barriers include curvilinear streets and large suburban blocks. This can be observed in the City Centre but also in many of the nodes, particularly those which have evolved around a shopping mall. A finer street grid results in block sizes that are more manageable for pedestrians and provide many more route options for cyclists and motorists. The fine grain street grid in historical village nodes (Port Credit and Streetsville) provides strong linkages and connectivity within the node.

Connectivity implies a transportation network with multiple routes and connections serving the same origins and destinations. A highly connected community has a grid based pattern of arterial, collector and local streets. It provides for many access points and other modes of travel – walking, cycling, automobile, public transit.⁷⁵



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Mississauga City Centre Street Grid

Connectivity is highly desirable because it allows people to reduce travel times and distances. It also spreads traffic out by providing alternative routes and reduces vehicle speeds. Plans for intensification should first consider how to improve city-wide mobility and connectivity by increasing the capacity of the street network to accommodate more active forms of transportation and public transit. Improving mobility and connectivity will also enhance the quality of life for those who do not own cars or no longer wish to depend on them for everyday use.

12.2 Transportation, Urban Form and Public Health

Compact, complete communities, grid-patterned streets and alternative forms of transportation go hand-in-hand with improving public health and ensuring that future generations have the opportunity to lead healthier, longer, more active lives. If Mississauga continues along this path with a heavy reliance on automobile use and limited alternative modes of transportation, then there will be limited room to achieve a sustainable, liveable city.

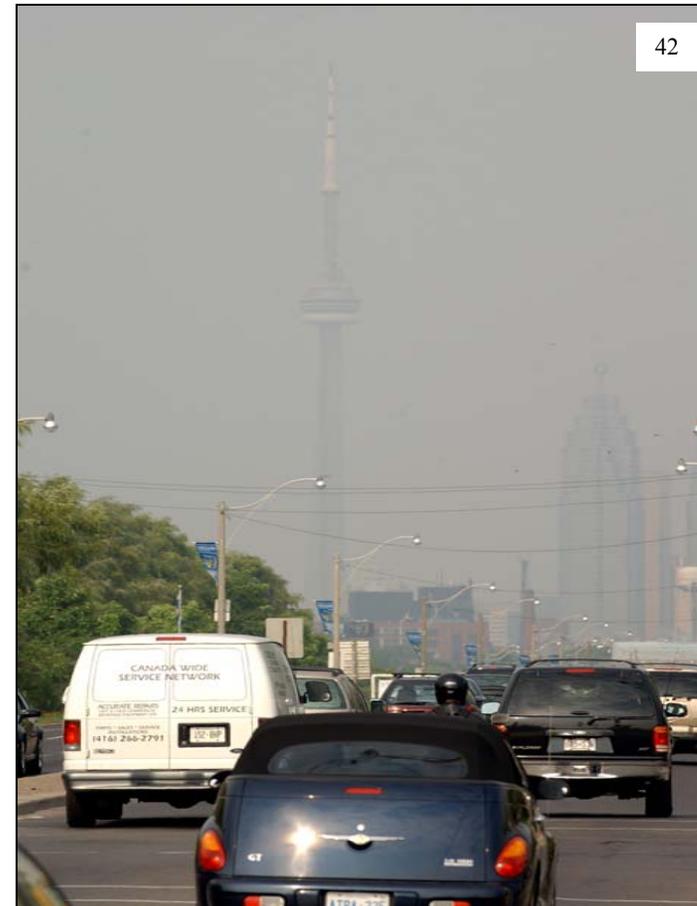
In 2005, the City of Mississauga reported over 40 air pollution-related smog days; each summer the City has been faced with smog day and smog alert days.⁷⁶ The long-term effects of smog and poor air quality can include cardiovascular and respiratory illnesses, pregnancy complications and birth defects. A car dependent lifestyle also increases auto-related traffic fatalities, obesity rates and affects social and mental well-being.

Long-term exposure to airborne pollutants caused by an increasing number of smog days can lead to higher levels of asthma and bronchitis; more specifically, it was found that children who were exposed to these pollutants were 5-8% more likely to contract asthma or bronchitis.⁷⁷ Air pollution can also be linked to low child birth weights, preterm births, miscarriages, stillbirths and early infant deaths.

Research also found that in areas where people lived closer to major highways or thoroughfares these locations contributed to the loss of 2.5 years off of one’s lifespan.⁷⁸ The elderly, when exposed to high-levels of particulate matter in the air from cars and trucks, can become more susceptible to chronic ischemic heart disease and diabetes.

People who live and work in Mississauga should be provided with an opportunity to have a more active lifestyle. Research has found that there is a link between urban form and a person’s propensity of being overweight. Those, who lived in auto-oriented communities where there is little or no choice but to use cars for travel, were observed to have a higher incidence of obesity.⁷⁹

Statistics Canada also noted that “in 2005 approximately 86% of Canadians traveled to work by car as drivers or passengers. Of those, 57% of residents lived less than a five-kilometre drive from work.



Toronto

Source: Ontario Growth Secretariat, Ministry of Energy and Infrastructure



Wellington Street, Aurora, ON

Source: Ontario Growth Secretariat, Ministry of Energy and Infrastructure

This is particularly true in suburban or rural areas where communities are designed for [car-based] travel. As a result, people are more likely to drive to their everyday destinations—work, school, shops, recreational opportunities, etc.”⁸⁰ The 2005 Region of Peel health status report indicates that 14% of adults who lived and worked in the Region are considered to be obese, while another 32% are considered to be overweight.⁸¹

The Ontario Chief Medical Officer of Health’s 2004 report found that “(o)besity costs the provincial health care system about \$4.3 billion annually - \$1.6 billion in hospital care costs, drugs and doctors, and \$2.7 billion in indirect costs such as lost earnings due to illness or premature death.”⁸² Further research done by the Heart and Stroke Foundation suggests that for every extra kilometre a person walks

each day reduces one’s chances of becoming obese by 5%, while each additional hour spent in one’s car increases the chances of obesity by 6%.⁸³

The research is clear: continued reliance on car-oriented travel will continue to impact our health. In this next phase of growth, Mississauga will need to provide for convenient transit, walkable, pedestrian-friendly environments and public places. Better designed, more accessible living and working environments can help reduce stress, encourage healthier living, prevent and reduce auto-related accidents and provide the people of Mississauga with alternative transportation options and a higher and quality of life.

Interesting Observations

- “Greenhouse gases from weekday passenger travel [in the GTA] generated by people living in mixed-use, pedestrian and transit-friendly neighbourhoods [are] one-third the level generated by people living in dispersed neighbourhoods on the urban fringe” (CMHC, 2007).
- “Research shows that urban sprawl commuters spend 3 to 4 times more hours driving than individuals living in well-planned dense communities “(Ontario College of Family Physicians, 2007)
- “Land use and transportation measures that provide for diverse, walkable communities, with accessible public activity centres built to human scale will help support social cohesion and address public health issues associated with obesity, air quality and economic decline” (OPPI, 2007)
- The Ontario College of Family Physicians (2007) found that in Canada, one pedestrian, on average, every day is injured or killed by cars on the road.

13.0 Mississauga’s Existing Urban Form

Map 4 - Schedule 2 Urban Form Concept from Mississauga Plan depicts the general spatial and physical layout of the City and the ultimate structure it will assume by 2021. Land uses in Mississauga have largely evolved on the basis of whether or not they form a residential, employment or open space function. The Lester B. Pearson International Airport (Pearson Airport), has a special function within the region as well as a significant effect on the distribution of land uses in the City.

Pearson Airport has served as a magnet for attracting related employment and office uses to the northeast quadrant of the City. It has also effectively prohibited residential uses in the surrounding areas as a result of high noise levels associated with airport operations.

Two continuous *major open space* areas traverse the City: the Credit River watershed in the central west end and the Etobicoke Creek watershed along the border between Mississauga and Toronto. Other significant natural areas, such as Cawthra Woods are also identified. *The Lake Ontario Waterfront*, a special ecological and natural heritage feature in the GTA and Mississauga is also identified as a unique component of the urban form. The *Parkway Belt West* is a multi-purpose utility corridor, urban separator and linked open space system intended to function as land reserve for future linear facilities through the GTA. In Mississauga a portion of the Parkway Belt West right-of-way will host the new Bus Rapid Transit Network.

Mississauga Plan stipulates that the City will develop a compact and orderly form that is based on a hierarchy of *Centres, Nodes and Corridors*. A mix of medium and high density housing, employment and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged to locate in City Centre, Nodes and Corridors. The *City Centre* will be the main focal point in terms of intensity of uses as well as density and height of development followed by nodes and corridors and recognizable communities. The *City Centre* is a major regional centre in the GTA, and serves as

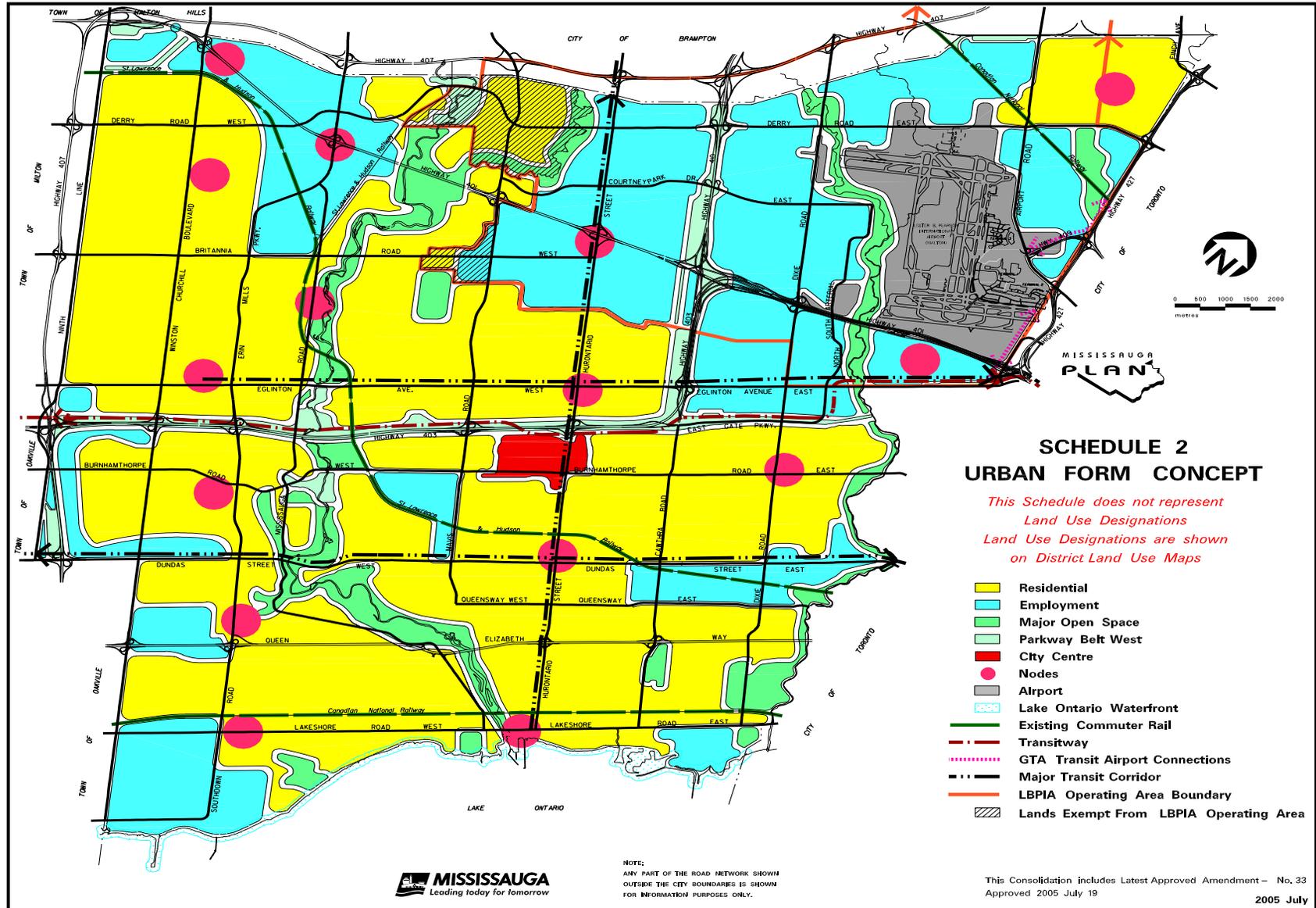
Mississauga’s downtown where community, cultural, civic and recreational services and facilities will be concentrated.⁸⁴

Nodes are intended to serve as a focus of activity for the surrounding area in which they are located. Nodes are subordinate to City Centre in terms of service function but are also supposed to evolve into compact, mixed use, transit-oriented centres.



In addition to City Centre, there are 15 nodes identified in Mississauga Plan. Four of these – Airport Corporate Centre, Gateway, and two in Meadowvale Business Park, are *Employment Nodes*. They are centres of industrial and office employment and contain no residential uses. The remaining 11 nodes are located in residential areas and have evolved around historic village centres such as Port Credit, Clarkson Village and Streetsville or shopping malls. The residential nodes that focus on shopping facilities also contain residential uses such as housing, community and institutional uses. The only land use district that is planned and designated for an intense mix of residential and employment uses is the City Centre.

Map 4



The majority of residential nodes are clustered in a south to north direction along Erin Mills Parkway, Winston Churchill Boulevard and Hurontario Street. The exceptions include the Malton Node located to the northeast of the Pearson Airport and the Applewood/Rathwood Node located at the intersection of Dixie Road and Burnhamthorpe Road.

The employment nodes are distributed in an east-west direction along both sides of the Highway 401 corridor and in the vicinity of the airport. The Urban Form Concept distinguishes between *Employment Districts* and *Employment Nodes*. *Employment Districts* contain various industrial business operations that are typically land extensive and devote a large proportion of their sites to the outdoor storage or goods or vehicles. In *Employment Nodes*, outdoor storage and display areas, transportation and trucking facilities, waste transfer stations, waste processing and motor vehicle uses are prohibited. There are no specific policies in Mississauga Plan for general corridors nor are they defined.

Corridor refers to the road right of way and land uses that generally occupy both sides of a road, transitway or other public thoroughfare. Transportation policies contained in the recently approved Official Plan Amendment No. 25 to Mississauga Plan indicate that appropriate land uses and transit-supportive densities will be encouraged especially along Major Transit Corridors – Hurontario Street, Eglinton Avenue and Dundas Street.

The existing transportation system supports the current urban form which is based on the separation of residential and employment uses as well as the buffering of low and medium density communities from traffic on major roads. The current goals and objectives acknowledge that pedestrians, cyclists, buses, trucks and automobiles are all users of the road network but they do not provide an understanding of how conflicts or competing interests between these users are addressed.

The focus is on improving road network efficiency and safety rather than increasing capacity of the network for all types of users. As grid-lock mounts, alternatives to car travel, the efficiency of the road

network, and how well it connects to destinations within and outside of the City will become increasingly more important.

To address growth in the future, Mississauga will have to promote an urban structure that is not dependent on the automobile for quick and efficient movement and which is capable of sustaining growth to and beyond 2031.



Example of Corridor - Bank Street, Ottawa

14.0 Promoting an Urban Structure that Sustains Growth

Urban Structure is the arrangement of land uses in an urban area. The way that land uses are laid out can affect many functional aspects of cities: mobility, accessibility, environmental sustainability, social equity, land values, economics etc.⁸⁵ The arrangement of land uses, in turn, has implications for transportation infrastructure and the setting of strategic priorities. The term “urban structure” also implies that there is a hierarchy of urban functions and form within a city and in relation to its position in the region.

Both the Growth Plan and the recently released Metrolinx White Paper on the Development of a Regional Transportation Plan (RTP) for the Greater Toronto and Hamilton area⁸⁶ incorporate a hierarchical system of nodes as the foundation for more sustainable land use and transportation planning policies for the GTAH.

A 2007 report by Pierre Filion for the Neptis Foundation analysed the historical development of nodal policy as a regional growth management strategy in the GTA beginning in the 1950’s up to the present Urban Growth Centre Strategy of the Places to Grow Growth Plan. It also reviewed several regional nodes including Mississauga’s City Centre which have had some success in increasing residential densities but which still have encountered problems in meeting overall mixed use planning objectives. The main difficulties cited were:

- ability to attract office employment during the last 15 years in light of the deceleration of office growth and office developer’s preference for low density suburban sites
- high dependence on the automobile at the expense of public transit and walking due to the presence of an urban form crafted to suit the automobile and inhospitable to pedestrians
- inability to achieve inter-functional synergy that is a resulting benefit from the presence of nearby complementary functions

- lack of frequent or convenient public transit services between nodes and their catchment areas results in higher dependence on automobiles for travel to and from the nodes.⁸⁷

The nodal approach to growth management continues to have applicability at the city level in Mississauga. Since the Primary Plan, Official Plan policies have included policies to support multiple-use centres in residential communities and nodes in employment areas with the City Centre evolving as the principle node or downtown core. There is capacity within the existing nodes to accommodate additional density and development and improve upon transit, pedestrian and cycling connections within and between nodes.

The development of a grid-based transit network that will connect all nodes and major destinations to each other and to City Centre is critical for shaping our future urban structure to become more sustainable and liveable. Corridors become the connectors between nodes and in the absence of nearby nodes may become destinations or local gathering places for the surrounding community. Some corridors will incrementally become mixed-use corridors while other may appear as greenways providing an important natural or landscaped amenity that may be enjoyed for purely aesthetic reasons or incorporate green storm water management techniques, cycling routes, etc.

At a City level, Mississauga has several existing east-west and north-south arterial roads which have been designed to efficiently move vehicular and truck traffic through the City. At least one prominent road traverses nearly all of the nodes depicted on Map 4. Roads that connect nodes should be the priority locations for transit service and cycling, as well as walking investments. Further, a much finer street and block pattern will need to be developed within nodes in order to facilitate transit and pedestrian travel. The land requirements associated with multi-modal transfer facilities in nodes will also have to be examined.

Figure 4 outlines the goals for each of the four *sustainable living* directives that are proposed to collectively formulate a growth management plan for Mississauga.

Figure 4

**Foundation Principles for
Growth Management Plan
for Mississauga**

*Sustainable
Living*

Build Complete Communities

build compact, mixed use nodes with minimum density targets to support transit

direct medium and high density growth to nodes

create multi-modal streets to link stable neighbourhoods to mixed-use nodes and employment centres

redevelop brownfield and greyfield sites to complete communities

Maintain a Strong Economy

maintain an adequate supply of employment lands to address current and future needs

discourage community and institutional uses in employment areas

direct major office growth to the UGC, key employment areas and mobility hubs

provide housing that meets employee needs

Protect and Enhance the Environment

integrate land use, urban structure and transportation planning

develop viable active transportation and transit

promote sustainable building technologies

create a system of man-made open space amenities

Create an Efficient Urban Structure

develop an efficient system for moving people and goods

reduce auto-dependency and provide active transportation linkages between residential areas, mixed-use nodes and other major city destinations

require a mix of uses and transit-supportive densities within a ten minute walk to existing or planned higher order transit

**Part III: How We Plan to Get There -
Shaping Mississauga's Future with a New Urban Structure**

15.0 A New Urban Structure

15.1 Proposed Structural Elements and Principles

A new urban structure is proposed for Mississauga which builds on the existing urban form and acknowledges the dependent relationship between the transportation system and land use planning. The proposed urban structure is comprised of the following key components:

- **The Urban Growth Centre (UGC)** is the City's downtown core and central business district. It will have the highest densities, built form and greatest mix of uses. It will also serve as the government and cultural centre for the City.
- **Major Nodes** while less dense than the UGC, will be densely developed mixed-use areas that are well served by public transit and may contain specialized employment or cultural services.
- **Community Nodes** will serve as the focus for a range of day-to-day activities for one or more neighbourhoods.
- **Special Purpose Areas** are unique City destinations with significant drawing power. They are the University of Toronto Mississauga and Pearson International Airport.
- **Employment Areas** are stable areas containing a wide range of employment uses.
- **Corporate Centres** contain a mix of employment uses with a focus on office employment growth and other higher density employment uses.
- **Stable Neighbourhoods** contain housing along with services and facilities geared to the residential population. Major physical changes are not desired for these areas.
- **Intensification Corridors** are mixed-use urban corridors areas that will be served by higher-order transit and where intensification will be encouraged.

- **Urban Corridors** are areas where gradual mixed-use development that addresses the street will be promoted. Urban corridors link all other elements of the urban structure, with the exception of the major open space system, together. In some locations urban corridors may promote the movement of goods or people as a priority.
- **Major Open Space System** refers to the prominent linear open space corridors in the city that provide an ecological function but also an important natural linkage between communities and city destinations. These areas include the Credit River, the Etobicoke and Mimico Creeks and the Lake Ontario Waterfront. The Major Open Space System is not an appropriate location for development and intensification.
- **The Waterfront** refers to the Lake Ontario waterfront which has regional significance as an important destination and focus for waterfront, recreation, tourism and economic development. While this is a stable area the promotion of environmentally compatible activities contributing to the public enjoyment of the waterfront is encouraged.

Map 5 illustrates the Proposed Long Term City Structure Concept for Mississauga. The concept builds on the structural elements identified previously on Map 4 - Schedule 2 of Mississauga Plan-Urban Form Concept. The revised concept plan depicts a land use vision with a time horizon of more than 25 years.

It has been formulated on the basis of concepts contained in the following: the Places to Grow Ontario Provincial Growth Plan, the RTP, a review of best practices in growth management, the City's existing urban fabric and road network, existing and planned transit investments, current road classification system, Office Strategy, Employment Lands Study, and an assessment of demographic trends, housing needs and intensification opportunities in Mississauga.

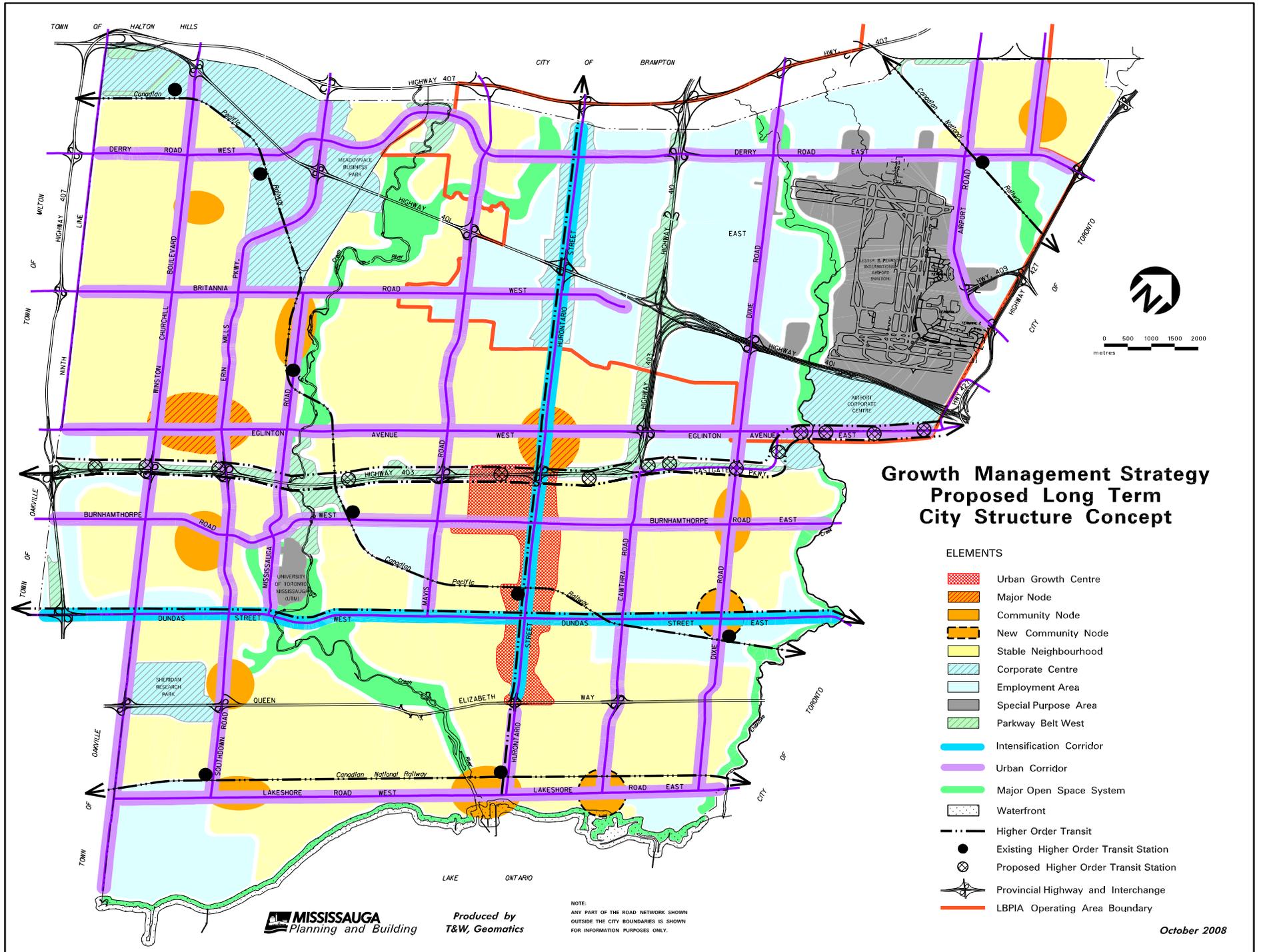


Figure 5 New Urban Structure - Conceptual Cross-Section Profile

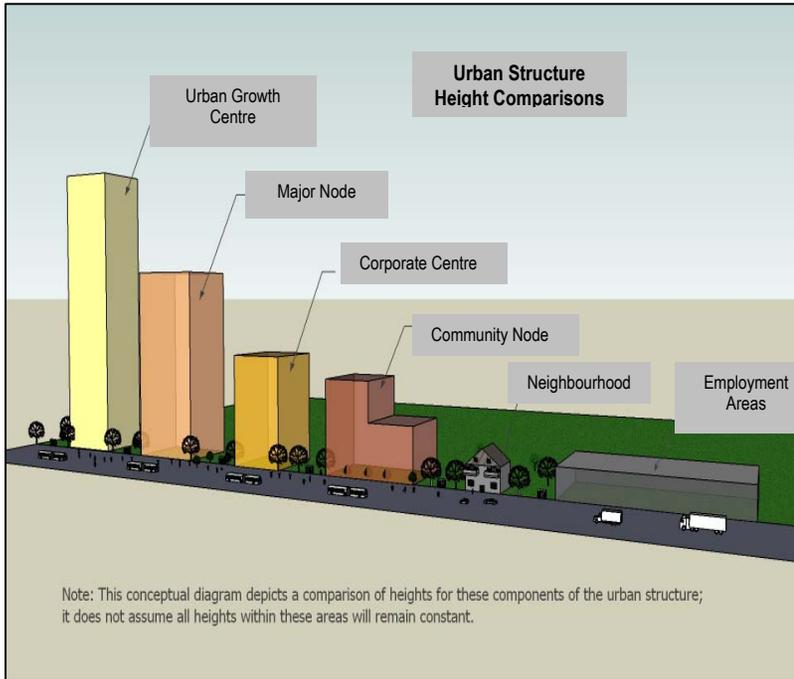


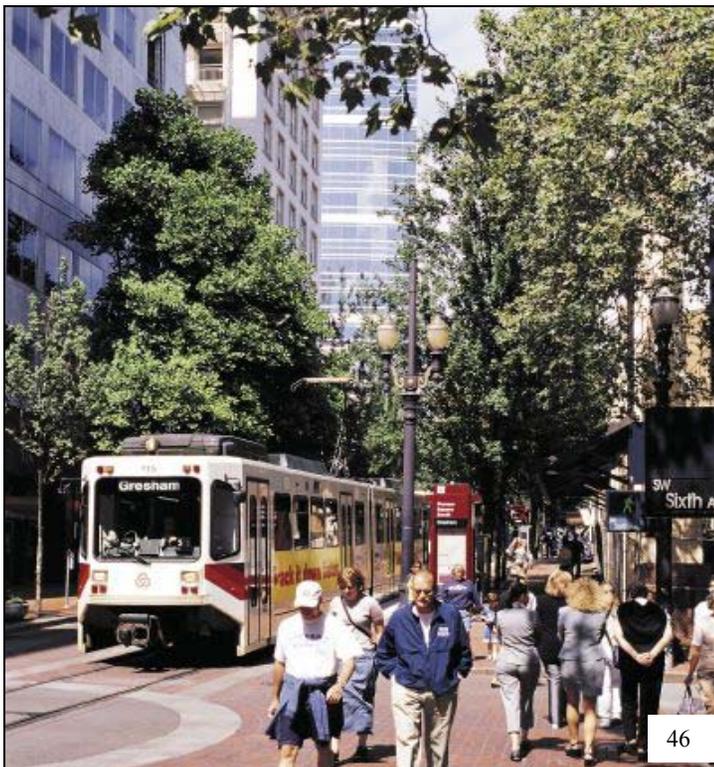
Figure 5 represents a conceptual cross-section view of the proposed urban structure. As the diagram illustrates, a general increase in buildings heights is observed as one travels from stable low-rise residential and employment areas to the UGC where the tallest buildings in the City are anticipated.

The Growth Plan requires that municipalities plan for the future by managing growth to build strong communities, a competitive economy, protect the environment and use resources wisely. In order to direct growth to desired locations it is necessary to understand how land use and the transportation system affect urban travel and how time and cost trade-offs factor into human decision-making.

A recent study on urban transportation in the United States concluded that *“the accessibility of places has a major impact on their land values (and hence the use to which the land is put), and the location of a place within the transportation network determines its accessibility. Thus in the long term the transportation system (and the travel on it) shapes the land use pattern.”*⁸⁸

Transportation is an essential component of urban lifestyles enabling people to carry out daily activities. Accessibility, mobility and trade-offs between time and cost are all important variables in urban travel decisions. *Accessibility* refers to the number of activities located within a certain travel distance and *mobility* refers to the ability to move from one activity location to another e.g. from home to work or to a store.

Many residents in Mississauga, particularly those living in car-oriented neighbourhoods have a low level of accessibility due to segregated land uses and relatively low density settlement patterns. In this scenario, travel by car is the preferred mode of transportation. While not necessarily the least expensive mode, it is often the most convenient in terms of time and comfort. The prevailing land use pattern in Mississauga makes transit service delivery problematic and creates other physical barriers that make walking or cycling impractical for many citizens.



Portland Oregon Streetcar

Under the new urban structure concept there can be increased accessibility and non-car dependant mobility for Mississauga residents by promoting more compact, mixed land uses in tandem with major transit and active transportation initiatives. The structure serves as a high-level conceptual framework for accommodating and

directing growth to appropriate strategic and priority locations such as the Urban Growth Centre, and intensification corridors such as Hurontario Street and Dundas Street where major transit infrastructure investments are planned.

The UGC represents the highest order node in the City as well as a major regional centre in the GTA. Nodes will have a compact built form and mixed land use character. They will contain services and facilities for adjacent residents and businesses and are conveniently connected to other major destinations in the City by frequent and reliable transit service, active modes of transportation and in the case of the UGC, higher-order transit.

The long term city structure concept for Mississauga has been developed on the following principles regarding growth management:

1. Mississauga will be planned to accommodate approximately 70,000 additional residents and 50,000⁸⁹ new jobs by 2031. The revised urban structure will be able to absorb this increase and allow for additional growth beyond 2031.
2. There will be a decreased reliance on the private automobile for City travel as more multi-modal and active transportation (walking and cycling) options develop particularly to accommodate local trips.
3. The natural environment is viewed as a valuable asset for present and future generations. In this regard it will be protected

and enhanced through the next generation of growth.

4. Existing heritage and cultural resources will be protected and enhanced through intensification and redevelopment.
5. The structure of the City will be based on a system of mixed-use nodes and centres, each of which is formulated on the notion of “complete communities” where residents have convenient pedestrian, cycling or transit access to the daily living requirements – range of housing types, mix of uses, range of commercial and community services and facilities.
6. Elements of the urban structure will be linked together by urban corridors which will contain primarily active mixed uses adjacent to public streets. Not all urban corridors will appear as continuous mixed-use streets. The ultimate appearance of the corridors will depend upon their priority transportation function.
7. To support the incremental evolution of existing roads to urban corridors, activity hubs will be identified at key intersections through subsequent comprehensive corridor studies. Activity hubs consist of pedestrian-friendly, transit-oriented development and function as major transit/transfer stops or mini nodal destinations on a transportation corridor. These hub locations may also serve

as local destinations for the surrounding community.

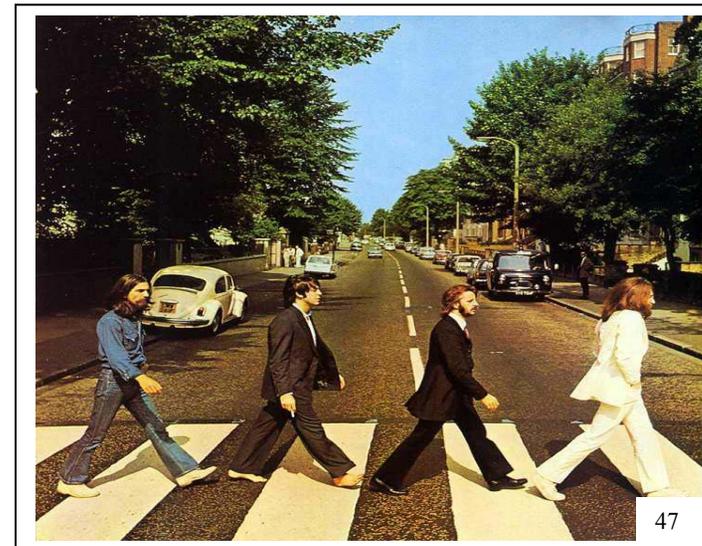
8. Land use planning for intensification and additional growth will be linked to existing and planned transit and transportation investments outlined in the Regional Transportation Plan, the Mississauga Master Transportation Plan, the Mississauga Transit Ridership Growth Strategy and the Strategic Transit Network Opportunities Study.
9. Intensification will be directed to the following priority areas: the Urban Growth Centre, Corporate Centres, Intensification Corridors, and Major Nodes for which major transit investments are planned. Some intensification which focuses on ensuring a complete range of local housing will be directed to Community Nodes.

Minimum density targets and population-to-employment ratios will guide future growth in the UGC, Major Nodes and Community Nodes to achieve a live, work and investment balance. Density targets will be developed for intensification and urban corridors through subsequent corridor studies. Built form characteristics will also be an important consideration in intensification areas.
10. Stable residential areas while continuing to remain stable, will not become static. Redevelopment in these areas will consist of

infill development on vacant or greyfield sites. New development will compliment the character and enhance the vitality of existing communities.

11. The intensification of employment areas will occur primarily within the office sector. Other more industrially-based employment areas will be difficult to intensify because of extensive land requirements.
12. Future employment growth will be focused in Corporate Centres and near higher-order transit stations. Special policies and incentives will be developed to ensure the continued viability of these office employment areas which will be based on area-specific issues rather than on a nodal concept.
13. Over the next 25 to 30 years the City will develop an efficient grid-based network of primary transit routes preferably on arterial roads that facilitate mobility within the City and provide superior connections to transit facilities in abutting municipalities. The “urban corridors” on Map 5 have been identified as potential main routes in this grid-based transit network.
14. While many travel trips will continue by car, those working and living in Mississauga will enjoy a greater range of multi-modal transportation choices including the ability to walk or cycle to local services.

15. Major office development will be directed to the Urban Growth Centre and Corporate Centres where there is existing or planned transit infrastructure to support it.



**Example of a Corridor
 Pedestrian Crossing, Abbey Road, London, UK**

The following section discusses corridors – the road and linear open space network which connects all of the land use based components of the structure.

15.2 Making the Connections - Corridors

The movement of people and goods through the City affects the environment, existing land uses, our quality of life and ultimately the City's economic success. Map 5 - The Draft Long Term City Structure Concept identifies a series of transportation corridors the purpose of which is to move people and goods on the basis of different modes of transportation. A corridor consists of the thoroughfare including its associated buffer zone, used for the passage or conveyance of vehicles or people.

Two types of corridors are proposed in the new urban structure: *urban* and *intensification corridors*.

The concept of *urban corridor* was developed to identify the major roadways that connect different components of the City's urban structure. Urban corridors include the right-of-way as well as the developed land or undeveloped land on within 150 m of either side of the centerline of an arterial road. This distance was chosen in order to capture the properties on either side of the street.

This ROW may need to be adjusted to take into consideration road access management requirements and a capture a greater portion of abutting land uses that is representative of the catchment area serviced by the corridor. Mixed land uses within the corridor distribute services to abutting communities in linear manner which is more conducive to supporting transit. The actual catchment area or area which supports the corridor can range from 500 to 1000 m depending on the walkability of the adjacent lands.

The purpose of *urban corridors* is to link nodes, special purpose areas, corporate centres, employment areas with one another and destinations with significant drawing power e.g. the UGC and the waterfront. Ideally urban corridors would include multi-modal transportation options, mixed land uses, a comfortable pedestrian environment, serve as mixed-use main street type destinations and maintain a relatively consistent built form character (e.g. up to four storeys) with possible exceptions at activity hub or node locations. Urban corridors will evolve incrementally over time in conjunction with transit and transportation improvements and investments. New development will be required to address the street and not be set far behind the sidewalk.

Two urban corridors - Hurontario Street and Dundas Street which are planned for higher order transit with direct links to Toronto and Brampton, have been identified as *intensification corridors*. Proposed development along these streets should be in compact form at a density that is supportive of the adjacent transit service.

Not all corridors are appropriate for intensification nor will they display a continuous mixed-use developed character. They may be scenic routes i.e. Mississauga Road, or they may serve a primarily transportation role. The primary function of urban corridors roads will be determined with regard to the Regional Transportation Plan, and City Master Transportation Plan is will need to be reviewed in the future through detailed local corridor studies.

**Table 4
Proposed Long Term City Structure Concept – Comparison of Proposed Corridor Types**

Type of Corridor	Example	Transportation Function ¹	Character	Abutting Land Use
Intensification 	Hurontario Street Dundas Street	Transit Priority Multi-modal Priority location for Intensification – compact development at transit supportive density	High density and high rise Minimum 3 storey Pedestrian scale at street edge Reduced heights in special character areas	High density residential Office uses Mix of commercial, office & residential uses Streetfront format community uses
Urban 	Lakeshore Road Queen Street Eglinton Avenue Arterial Roads	Arterial streets where gradual mixed-use development is proposed with enhanced transit service Connects nodes, Urban Growth Centre and other major destinations within the City and to abutting municipalities Transportation priority on some urban corridors may be goods movement.	Consistent building heights (e.g. 4 storeys) with exception at intersections with activity hubs or nodes where additional height, depending on the context and achievement of other City objectives, may be appropriate. Pedestrian amenity	Varies Mixed use Compact form Higher densities Partial greenways

¹ While the *transportation function* here does not equate to a particular road classification category it does take into consideration both existing and planned transit services, the design of the road right-of-way, abutting land uses, and degree of importance as a community connector route.

16.0 Intensification Model

16.1 General Approach

This report proposes a model for managing growth that builds upon Mississauga's existing context and established urban form. It recognizes that future growth will be accommodated through the intensification of existing developed or underutilized lands and that continued growth is necessary to ensure a prosperous future for the City.

The model also acknowledges that growth management is a complex undertaking that affects all aspects of City life. A strategic approach is needed to guide the next generation of development, minimize the costs and impacts associated with growth and ensure a sustainable living environment for the current and future residents of Mississauga.

The plan adopts a long term view (beyond 25 years) which envisions a Mississauga of the future that includes a vibrant, regionally-significant downtown core as well as several unique multi-purpose community nodes and high density employment centres linked by a network of mixed-use urban corridors which move people and goods efficiently using various modes including active transportation.

The plan identifies key priority locations for intensification that coordinate land use, placemaking and transportation objectives to maximize City assets and resources, preserve existing communities and natural areas and maintain liveability for current and future Mississaugans:

- Direct population and employment growth to the the *Urban Growth Centre, Intensification Corridors* and *Major Nodes*.

- Direct context appropriate population and employment growth to *Community Nodes* in order to complete and enhance existing communities
- Encourage intensification of *Corporate Centres* particularly near higher order transit stations
- Develop policies and incentives to allow the intensification of aging neighbourhood centres and other greyfield sites to permit mixed-use development that is compatible with existing stable neighbourhoods.
- Develop intensification policies for other urban corridors locations through detailed local area studies. Secure future transit requirements by identifying activity hub locations on urban corridors that are transit-oriented and support commuter needs.
- Ensure that intensification works to enhance our existing communities and not detract from them.

Applying the Growth Plan forecasts, Mississauga is required to accommodate approximately 70,000 additional residents and 50,000 additional jobs by 2031. Mississauga's UGC must achieve a minimum density target of 200 ppj/ha (80ppj/ac). Based on current land use designations, Mississauga's proposed UGC has the capacity to achieve this target.

However, Mississauga must also be prepared to accommodate growth in other locations to ensure that there is a balance between land uses throughout the City, a reduced dependency on automobiles and more efficient use of existing and planned infrastructure. The proposed intensification model looks at where to accommodate growth to and beyond 2031 to ensure that Mississauga and its citizens continue to thrive.

16.2 The Right Land Use Balance

The Growth Plan encourages mixed-use, transit supportive development, a balance of jobs and housing and the creation of complete communities. It defines complete communities as those which:

“meet people’s needs for daily living through an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing and community infrastructure including affordable housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.”⁹⁰

The Growth Plan identifies a population plus jobs density target for urban growth centres but does not stipulate what types of population-to-employment ratios would be appropriate. The balance between the number of residents vs. jobs (p:j) was identified as an important concern for Mississauga’s downtown. Although the current official plan policies permit high density residential, office and mixed-use uses, recent development in City Centre has almost exclusively consisted of residential condominium apartments.

To determine whether Mississauga has a balanced p:j ratio staff examined the range of existing combined population plus jobs densities (ppj/ha) and ratio of people to jobs (p:j) in other urban growth centres.

Table 5 demonstrates that the Mississauga UGC is currently nearing its 2031 density target of 200 ppj/ha (80 ppj/ac). The existing ppj density figure (178) does not take into consideration many active development applications for which no approvals have been granted. For example, the Amacon development located to the west of City Centre alone will result in about 12,000 additional residents in the downtown. The Mississauga UGC is expected to easily achieve a 200 ppj/ha density by 2031.

The next step involved determining whether Mississauga should adopt a p:j ratio target. Table 6 demonstrates that a balanced p:j ratio of one resident to each one job is not an unrealistic target. Currently, the Brampton, Burlington, Milton, Toronto UGCs either meet or approach a balanced 1:1 p:j ratio. The Toronto-Yonge-Eglinton UGC at 0.8:1 also falls in this category but it already exceeds the ppj/ha density target (435 vs. 400).

If the currently active, but as yet, unapproved development applications for residential condominium apartments in City Centre were to be taken into consideration, the existing 2.5:1 p:j ratio would likely exceed 3:1. To achieve a more a balanced downtown additional employment development, particularly office development, institutional and population-based employment is required. This view is echoed in other strategic city initiatives – the Draft Strategic Plan, Office Strategy and the Mississauga Transit Strategy.

By applying desired targets to existing population, employment, ppj and p:j four different growth scenarios were derived for the Mississauga UGC. The scenarios include:

- Scenario A:** Growth Plan Target and “Business as Usual” reflecting the current trend in favour of residential development
- Scenario B:** Growth Plan Target and “Balanced Growth”
- Scenario C:** Growth Plan Target Plus and “Business as Usual”
- Scenario D:** Growth Plan Target Plus and “Balanced Growth”

The density refers to persons plus jobs/ha. These preliminary calculations are based on the extended boundary for the Mississauga UGC with a total land area of 556 ha.

On the basis of Scenario A only 3,800 additional residents and over 8,000 jobs would be accommodated. In view of the development applications already in the pipeline and the significant transit investment proposed for the Hurontario Street corridor, this growth target is not favoured. Scenario B which applies the 200 ppj/ha density target proposed by the Growth Plan but at a balanced ratio of 1 resident to every 1 job is also problematic. According to this scenario there are already more than 14,000 too many residents in the UGC. Only employment development would be permitted.

Scenario A: Growth Plan Target (200 ppj/ha) and “Business as Usual”			
	Existing	Target	Additional Growth Needed
Density	178.1	200	-
Population to Employment Ratio	2.5:1	2:1	-
Population	70,400	74,500	3,800
Employment	28,700	37,000	8,400
Total	99,100	111,200	12,200

Scenario B: Growth Plan Target and “Balanced Growth”			
	Existing	Target	Additional Growth Needed
Density	178.1	200	-
Population to Employment Ratio	2.5:1	1:1	-
Population	70,400	55,600	-14,700
Employment	28,700	55,600	26,900
Total	99,100	111,200	12,200

Scenario C: Growth Plan Target Plus and "Business as Usual"					
	Existing	Target		Additional Growth Needed	
		Lower	Upper	Lower	Upper
Density	178.1	300	400	-	-
PPJ	2.5:1	2:1	2:1	-	-
Pop	70,400	111,300	148,400	40,900	78,000
Empl	28,700	55,600	74,200	27,000	45,500
Total	99,100	166,900	222,600	67,900	123,500

The "additional growth needed" in these scenarios is not related to any specific time frame. In other words, it represents an ideal state where the desired population and employment targets have been achieved.

Scenarios C and D apply a density target with a density ranging of 300 ppj at the lower end and an upper limit of 400 ppj to existing density and population and employment figures for the Mississauga UGC. The Growth Plan requires that Mississauga achieve a minimum 200 ppj by 2031. However, it is possible for the city to choose to voluntarily exceed this limit.

If existing vacant lands in the UGC, already designated for high density development, were to be built out the total additional growth required at the lower range of Scenarios C and D (67, 900) would largely be met or exceeded. To shift the focus of growth significantly towards employment as required in Scenario D is not likely to occur without some type of incentives.

Scenario D: Growth Plan Target Plus and "Balanced Growth"					
	Existing	Target		Additional Growth Needed	
		Lower	Upper	Lower	Upper
Density	178.1	300	400	-	-
PPJ	2.5:1	1:1	1:1	-	-
Pop	70,400	83,500	111,300	13,100	40,900
Empl	28,700	83,500	111,300	54,800	82,600
Total	99,100	166,900	222,600	67,900	123,500

The recent Mississauga Office Strategy Study prepared by the Canadian Urban Institute (April 24, 2008) is quite optimistic about future demand for office space in the city. Approximately ten million sq. ft. (930,000 m²) is expected to be required by 2031 in Mississauga. However the same report also cautions that City Centre is not a premier office location. Congestion, poor access, aging building stock, limited parking and lack of city building initiatives were cited as some of the reasons that areas such as the Airport Corporate Centre have become the preferred office growth areas.

*Note: Figures are preliminary and subject to change. Numbers may not add up due to rounding.

If Mississauga wishes to achieve a better balance of land uses in the UGC it is necessary to adopt, as a long term goal, Scenario D.

16.3 The Right Built Form

The proposed intensification strategy incorporates population and employment density targets and ratios to determine an appropriate balance between land uses. When applied to Mississauga this approach:

- will help to balance land uses
- provides for a clear strategic direction for growth and the type of development desired
- bolsters the City's position on land use policy matters and at the Ontario Municipal Board
- allows progress to be monitored and measured.

Another important consideration when planning for the intensification of developed areas is to ensure appropriate built form. The height and massing of a new building and how it transitions into an existing community or streetscape will largely determine whether it is welcomed.

At this preliminary stage there are no firm conclusions on appropriate built form characteristics for intensification areas. Table 6 provides a comparison of general growth management objectives, including built form, for the various urban structure elements. Section 17.0 provides further discussion on a vision for the UGC and each major and community nodes and identifies potential opportunities and constraints.



Conceptual Downtown Depicting an Urban Growth Centre with a density of approximately 400 residents and jobs combined per hectare

(Image Source: Ontario Growth Secretariat, Ministry of Energy and Infrastructure)

Table 5
Comparison of Existing and Target Density (PPJ) vs. Existing Population to Employment Ratios (P:J)
in Major Urban Growth Centres

Urban Growth Centre	Target PPJ	Existing PPJ*	Existing Ratio*
Brampton	200	65	1:1
Burlington	200	75	1.3:1
Guelph	150	95	0.4:1
Hamilton	200	195	0.5:1
Kitchener	200	120	0.2:1
Markham	200	20	0.2:1
Milton	200	35	0.9:1
Mississauga	200	178	2.5:1
Oakville	200	30	0.1:1
Oshawa	200	100	0.4:1
Toronto:Downtown	400	380	0.2:1
Toronto: Etobicoke	400	115	1.4:1
Toronto:North York	400	210	0.8:1
Toronto:Scarborough	400	90	0.3:1
Toronto:Yonge-Eglinton	400	435	0.8:1
Vaughan	200	15	0:1
Waterloo	200	75	0.3:1

* Based on 2001 Statistics Canada except Mississauga which is based on data compiled by the Planning and Building Department, City of Mississauga.

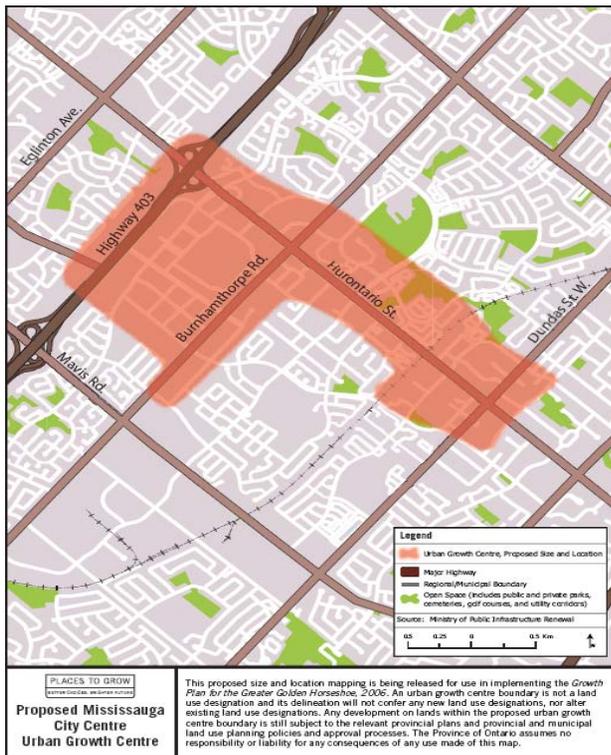
Table 6 below compares growth management objectives in greater detail by examining proposed intensification targets, population plus jobs ratios, preferred built form and housing mix in the proposed intensification areas. For each location, where a balance in land uses is desired, a preliminary ideal land use mix ratio has been identified along with an anticipated built form concept.

Table 6 COMPARISON OF INTENSIFICATION OBJECTIVES FOR URBAN STRUCTURE ELEMENTS				
Location	Role and Function	Intensification Target (minimum population plus jobs/ha)	Land Use Mix Ratio (residents:jobs)	Built Form
Urban Growth Centre	Downtown Mississauga Regional Mobility Hub Location Anchor Hub- City Centre Gateway Hub – Cooksville Focus for Intensification	300 to 400 ppj/ha	1:1	Minimum three storeys Maximum heights to be determined
Major Nodes	Mixed-use destination and transit hub on major bus transit/multi-modal transportation routes Existing or potential regional draw Focus for intensification	200-300 ppj/ha	2:1 to 1:2	Minimum 3 to a maximum of 25 storeys
Community Nodes (Mall-Based Type)	Provides a central gathering place with emphasis on daily living needs	100-200 ppj/ha	2:1 to 1:2	Minimum 2 to a maximum 12 storey
Community Nodes (Traditional Village/CorridorType)	Provides a central gathering place with emphasis on daily living needs	100 -200 ppj/ha	2:1 to 1:2	Minimum 2 to maximum 6 storeys
Stable Neighbourhoods	Provides housing and other services and facilities geared to the residential population	No targets proposed	n/a	Maximum 4 storeys
Special Purpose Areas (Airport)/(University of Toronto Mississauga)	Regional draw for economic and learning activities	No targets proposed	n/a	n/a

Location	Role and Function	Intensification Target (minimum population plus jobs/ha)	Land Use Mix Ratio (residents:jobs)	Built Form
Corporate Centres	Prestige employment office focus Improved transit services for employees	TBD Minimum densities to be considered to support transit	0:1	TBD
Stable Employment Areas	Industrial and business employment activities	No targets proposed	0:1	None proposed at this time.
Intensification Corridors	Transit-oriented development (TOD) Focus for intensification	TBD through separate study	TBD	TBD
Urban Corridors	Over long term mixed-use development and coordinated transportation and land use planning	No targets proposed	TBD	TBD
Higher Order Transit Stations	TOD mixed use	TBD	TBD on individual basis	Minimum 3 storeys within 500 m of the terminal building; Maximum height to be determined.

17.0 Intensification: Urban Growth Centre and Nodes

17.1 Urban Growth Centre



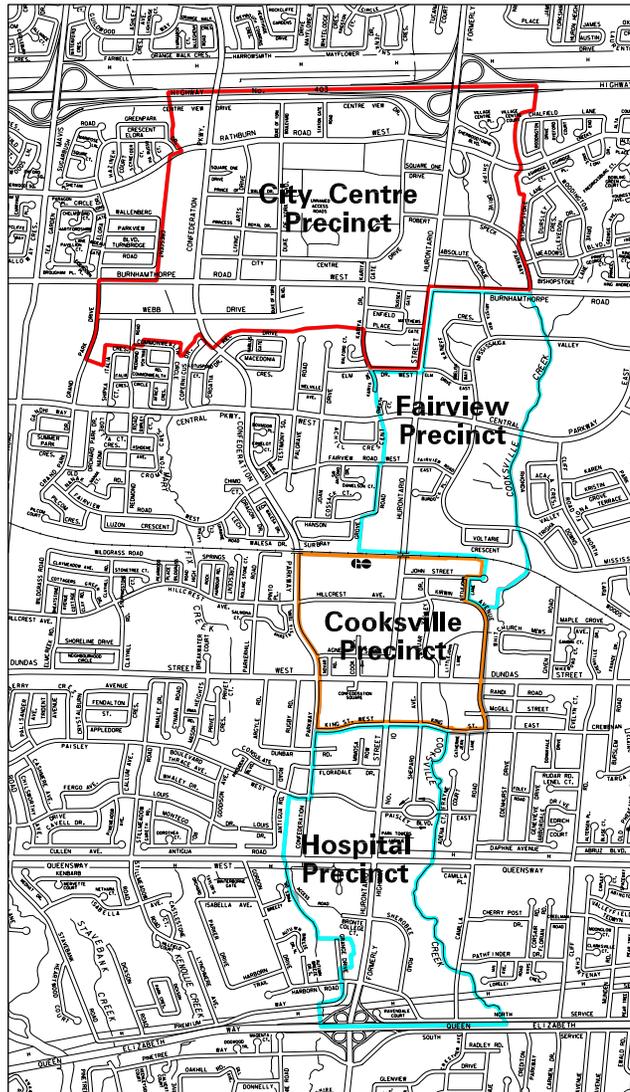
The Mississauga UGC as proposed by the Province's technical paper - *Location of Urban Growth Centres in the Greater Golden Horseshoe, April 2008*

The Growth Plan identifies an Urban Growth Centre (UGC) in central Mississauga as a key focus for intensification in the City and region.⁹¹ In the Growth Plan, the boundaries of the UGC are conceptual. The precise size and location of UGCs are to be determined by the Ontario Ministry of Public Infrastructure Renewal in consultation with local municipalities.

Places to Grow: Guiding Principles for Urban Growth Centres

An urban growth centre should:

- be one contiguous area
- have opportunities for intensification and redevelopment that compliment existing urban form
- be or have the potential to become multi-use in character, containing a variety of employment uses, amenities supporting daily activities, living environments and open spaces.
- have or will ensure well designed, convenient and safe travel by foot, bicycle, and higher-order transit
- include existing or planned institutional services and cultural facilities
- reinforce and protect natural areas and public open spaces.
- be large enough to achieve the density targets in a meaningful way.



While the final boundaries have yet to be finalized, the City has requested that the Province expand the limits of the Mississauga UGC. On May 21, 2008, City Council adopted staff's recommendation that the Mississauga UGC be extended southward to the QEW, consistent with the southern boundary of the Interim Urban Growth Centre (OPA 58).

The lands between King Street and the QEW have a mix of uses that reinforce the UGC's role as a downtown centre: high density apartments, offices, retail establishments and Trillium Hospital, a major institutional use. In contrast, development located south of the QEW differs significantly in scale and density. The Hospital Precinct represents the area under consideration for inclusion in the UGC.

The UGC is intended to become the focus of population and employment growth in compact, mixed-use forms. The UGC has already reached about 90% of the 200 residents and jobs per hectare density target required by the Growth Plan. Based on the current demand and land use designations, the minimum target will be achieved before 2031.

Both the Interim UGC and the most recent revised version meet the Provincial guiding principles for UGCs outlined above. For the purposes of this report, it is assumed that the UGC represents the highest node in the City and serves as a regional node in the GTA/H.

The ultimate role Mississauga's UGC plays in the Greater Toronto and Hamilton Area regional transportation network could result in additional requirements. The recently released Regional Transportation Plan (September 2008) prepared by Metrolinx, identifies portions of the Mississauga UGC as mobility hubs. The City Centre transit station area has been identified as an anchor hub location while the portion of Cooksville along Hurontario Street south of the GO station has been identified as a Gateway Hub.

If chosen as a demonstration site, Mississauga’s UGC will be required to achieve a density target of between 200 and 400 ppj/ha. The Metrolinx White Paper 2 on the development of a regional transportation system for the Greater Toronto and Hamilton Area found that transit benefits are greatest when combine with “aggressive land use intensification in transit corridors and mobility hubs”.⁹²

Urban Growth Centre Vision:

The Mississauga UGC will act as the epicentre of the City. It will be linked to key regional and City destinations, nodes, activity hubs and transit terminals by a network of transportation corridors including the Bus Rapid Transitway along Highway 403 and higher-order transit along Hurontario Street. The UGC will become a vibrant regional and citywide centre where not only residents live and work, but where shoppers, tourists, theatre goers and students have an opportunity to explore and have different urban experiences.

Growth Management Objectives

Four different population and employment growth target scenarios were considered for Mississauga’s UGC based on the revised (but not yet approved) boundary. (see Section 16.2 of this report).

The proposed UGC has an existing density of 178 ppj/ha and a population to employment ratio of 2.5:1. To achieve the minimum density target of 200 ppj/ha only an additional 12,200 residents plus jobs are required in the UGC. If a balanced ratio of 1 resident to 1 job (1:1) is assumed by 2031 the UGC will need to focus its entire growth on employment uses and halt residential development in the core.

Mississauga should more appropriately target an overall density between 300 and 400 ppj/ha for the UGC. This target is consistent with UGCs in Toronto. It is also more appropriate from a transportation perspective if the downtown becomes an anchor hub in the GTA/H Regional Transportation network.

Urban Growth Centre - Suggested Density Targets “Balanced Population and Employment Scenario”					
	Existing	Population & Employment Target		Additional Growth Needed	
		Lower Range	Upper Range	Lower Range	Upper Range
Density ppj/ha	178	300	400		
P/E Ratio	2.5:1	1:1	1:1		
Population	70,400	83,500	111,300	13,100	40,900
Employment	28,700	83,500	111,300	54,800	82,600
Total	99,100	167,000	222,600	67,900	123,500

To ensure that Mississauga’s UGC becomes a place where office, retail, and commercial employment coincides with high density residential development, it is necessary to achieve the appropriate balance among housing and jobs, public open space and quality of life.

A relatively aggressive mixed use ratio of one resident per every one job (1:1) is recommended as a 2031 target to ensure that more employment opportunities will be available in the core where many people are already planned to reside. The current unlimited height and density policies in City Centre should be reconsidered in favour of more sustainable mixed-use development.

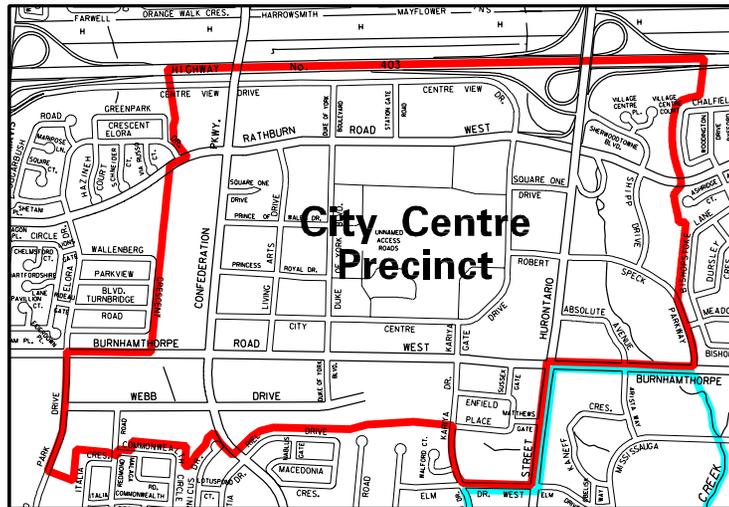
Minimum heights and densities should be considered to ensure that land is not underdeveloped as new investment in the UGC takes place. Appropriate densities are required to maintain transit services, community facilities and civic amenities in the core.

The built form in the UGC is expected to be the most compact (dense) and highest in form in the City. However, this does not preclude the development of mid-rise buildings (more than three storeys and less than 12 storeys) and taller buildings with pedestrian scaled podium level townhouses and lofts suitable for families or seniors. It should also be noted that within the UGC, in areas such as Cooksville, development should reflect the character of the local community and allow for lesser heights and built form.

Finally, there must also be a commitment to creating unique, identifiable and vibrant places to live and work within the UGC. These locations should be conveniently accessible by walking and cycling. The goal is to make living downtown a preferred trade-off with active transportation becoming an increasingly sought out lifestyle feature.

17.2 Urban Growth Centre Precincts

Mississauga's UGC is relatively large in area (556 ha/ 1374 ac) and contains a variety of sub-areas: the City Centre, historic Cooksville village at Hurontario and Dundas Street and portions of the Hurontario higher-order transit corridor between Burnhamthorpe Road and the QEW. Although the entire UGC is targeted for intensification specific policies will need to be developed to reflect the character of each sub-area or precinct.

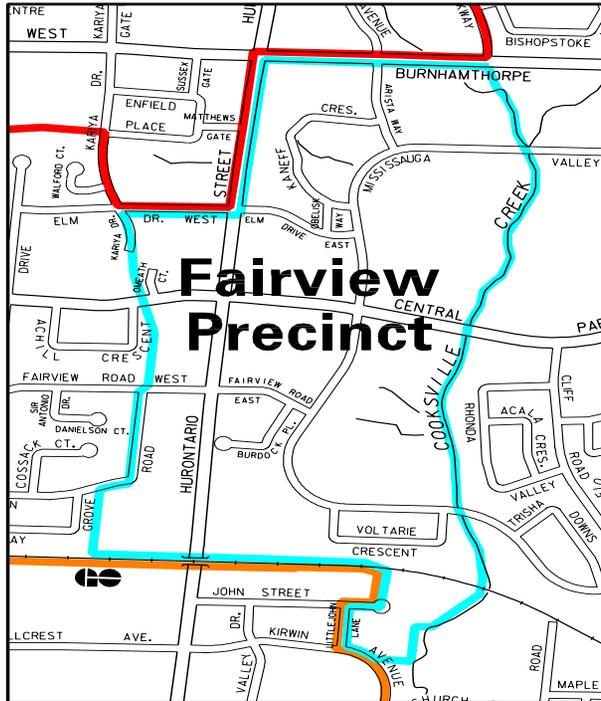


City Centre Precinct Profile:

The *City Centre Precinct* represents the City's institutional and cultural core, regional centre and major transportation hub in the GTA. Mixed-use and office development is desired to balance the existing residential development.

The block structure, pedestrian environment and public realm should be enhanced to support a vibrant street life and active commercial uses on the ground floor of mixed-use buildings. Surface parking areas will be discouraged and eventually prohibited in the downtown.

Approximately 88% of the lands in City Centre have been developed or are under application for a mix of civic, office, residential, commercial and entertainment uses. About 9% of the area, which is designated for high density mixed-use development, is vacant. Parkland and open space make up the remaining 3% of City Centre.

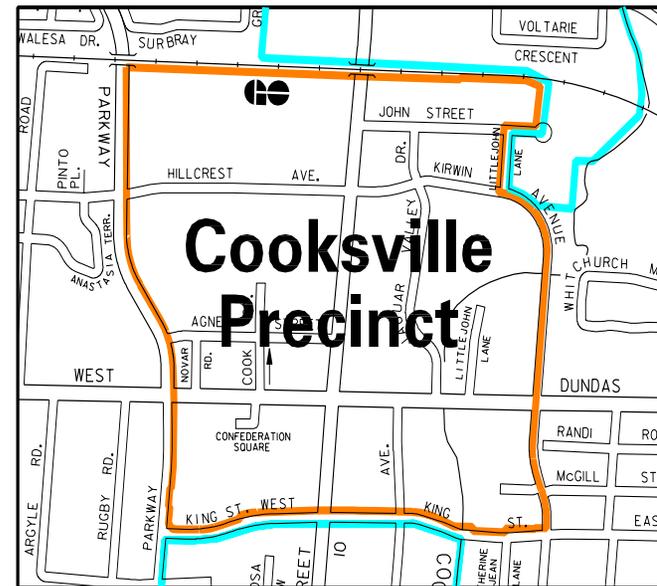


Fairview Precinct

Fairview Precinct Profile:

The *Fairview Precinct* includes lands on both sides of Hurontario Street south of Burnhamthorpe Road to north of John Street. The focus of development for this area will be adjacent to and within 500 m of either side of Hurontario Street which is planned for higher-order transit. This corridor area bridges two distinct components of the UGC-City Centre to the north and Cooksville to the south.

The Hurontario Higher-Order Transit Study will identify appropriate land use options and connections for this precinct.



Cooksville Precinct

Cooksville Precinct Profile:

The *Cooksville Precinct* warrants special attention given its planned higher-order transit connections to Toronto, and Halton Region. The Cooksville precinct represents a kind of “lower town” to the downtown core. The intersection of

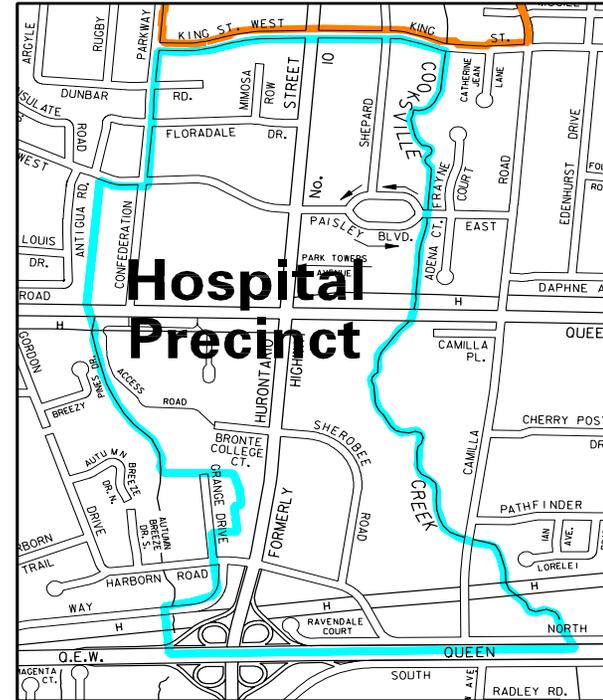
Hurontario and Dundas Streets was historically known as “Cooksville Corners” but few remnants of its past remain.

The focal point for redevelopment shall be the portions of Dundas Street between Central Parkway and Kirwin Avenue and Hurontario Street between the rail line and King Street. These streets should be planned to become unique destinations characterized by pedestrian-oriented, mixed-use main street type uses reminiscent of the area’s past. The historical importance of this precinct should be renewed and celebrated through urban design and other initiatives aimed at revitalizing this downtown community.

Housing represents the predominant land use with 93.5 % of the stock in the form of apartments. Commercial uses in the form of one to two-storey mixed retail-office or strip plazas represent about 20% of the existing land use. Despite the presence of greater proportion of retail and office uses the Cooksville precinct is still primarily a residential area with a population to employment ratio of 2.6 to 1.

There is significant opportunity to enhance the function and physical appearance of Cooksville. A large proportion of the existing commercial properties along both Hurontario and Dundas Street are underutilized or in need of updating.

Fragmented property ownership will be one of the biggest obstacles to creating mixed use development in this node. Many retail or office buildings are currently freehold condominium units and will need to be assembled prior to redevelopment.



Hospital Precinct Profile:

The *Hospital Precinct* includes lands on both sides of Hurontario between King Street and the QEW.

As this area is largely developed with hospital related facilities and higher density uses it is expected that limited growth will take place. The Hurontario Higher-Order Transit Study will identify further land use options and connections for this precinct.

URBAN GROWTH CENTRE

Role and Function:

- Major Regional Centre in the GTA
- Anchor Hub and Gateway Hub in the Regional Transportation Plan
- Focus for population and employment growth in mixed use form with an overall ratio of people to jobs of 1:1
- Neither population nor employment should be more than 60% of the total population plus jobs
- A density target between 300 to 400 people + jobs/ha should be applied

Land Use Mix:

- High density housing suitable for families, young professionals and the elderly
- A supported balance of office, retail, entertainment and cultural uses
- Opportunities for major educational facilities (e.g. colleges), enhancement of natural areas and quality public open spaces should be pursued

Form and Scale:

- Compact form with city blocks based on pedestrian distances
- Ensure high quality pedestrian environment with human scale at street level
- Parking to provided in underground or structured forms

Transportation Focus:

- Major Regional Transit facility (Mississauga Transit, BRT, GO Transit)
- Include transit priority on designated streets
- Promote active transportation and facilities to support these modes (street canopy and furniture for walking, frequent and efficient transit service, and cycling lockers and amenities)

18.0 Major Nodes

Vision:

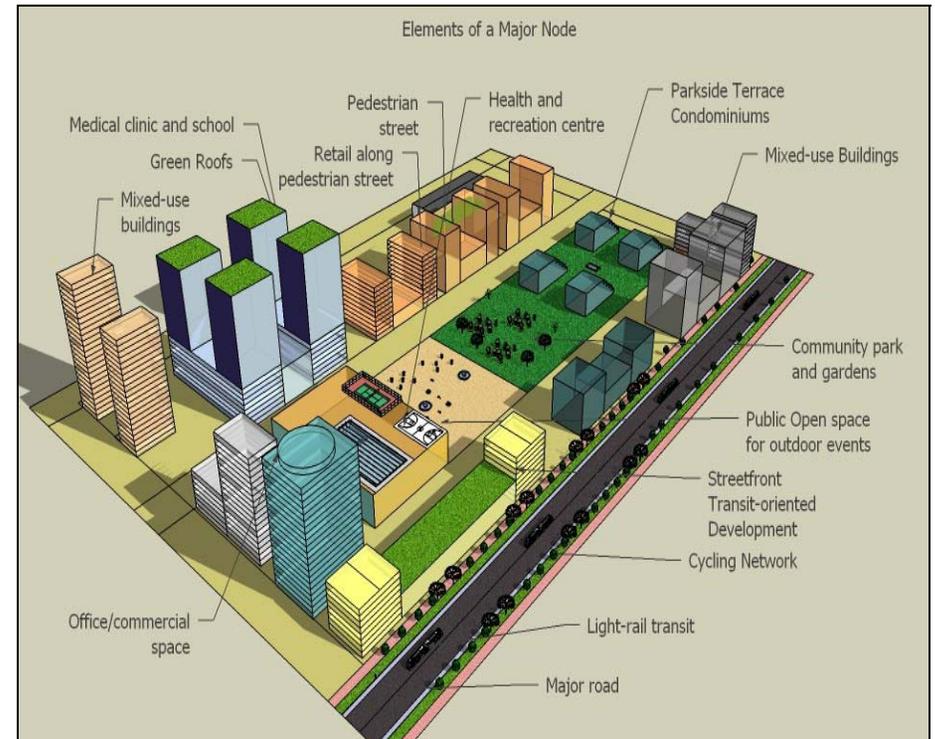
Major Nodes are former residential nodes that are situated on one or more major transportation corridors. These nodes have considerable existing or planned capacity for apartment dwelling units and commercial space which as yet, is undeveloped. This untapped capacity will accommodate a density and built form that is greater than in other Community Nodes but less than in the UGC.

A considerable portion of vacant or underutilized lands are located abutting major arterials served by frequent transit service. Existing or planned land uses include conveniences and services for commuters and some may have a regional draw. These nodes have an important citywide relevance and may have employment or commercial uses with a special focus (e.g. health care).

Major Nodes will have a built form and appearance which supports their function as a mixed-use, transit-oriented hub with direct connections to the surrounding municipalities. In addition to transit facilities and commuter conveniences, land uses in major nodes should include higher order services for the surrounding community.

These locations should have identifiable streetscape features and landmarks to visually distinguish them in the City's landscape. This will be achieved through the implementation of urban design and place-making objectives as well as a high quality public realm. It will also be necessary to identify and secure any future transit facility

needs when reviewing development proposals in major nodes.



Example of a Conceptual Major Node

Two *major nodes* are proposed as part of the revised urban structure concept on Map 5 - Hurontario (Uptown), and Central Erin Mills Node. As many of the transit initiatives near these nodes are still in the planning stages there is an opportunity to make better use of the existing and proposed infrastructure and improve the overall function of these areas.

Major nodes should be targeted for a minimum density of between 200 and 300 people plus jobs to ensure higher densities on or near planned higher order transit. A population to land use ratio of 2:1 to 1:2 is proposed to be applied to ensure that these locations maintain continued activity that meets the needs of the local community and which also may have a regional draw.

In lieu of applying a rigid ratio it is proposed that the land use ratio in all nodes be monitored throughout the life of the Official Plan and that neither residential nor employment uses represent more than 70% of the ppj density in major nodes.

MAJOR NODES:

Role and Function:

- Major City wide focus
- Focus for population and employment growth in high density mixed use form with a ratio of people to jobs of 2:1 to 1:2
- Neither population nor employment should exceed 70% of the total population plus jobs.
- A density target of 200 and 300 people +jobs/ha should be applied

Land Use Mix:

- High density housing that is pedestrian-oriented and transit supportive
- Balance of residential, retail and commercial uses particularly serving commuter and local needs to provide continuous activity
- Potential for major office uses
- Local gathering place

Form and Scale:

- Compact form with city blocks based on pedestrian distances
- Ensure high quality pedestrian environment with human scale at street level
- Requires appropriate transition to adjacent community
- Transit priority location

Transportation Focus:

- Major transit transfer location with some regional draw

18.1 Hurontario “Uptown”

Location: Both sides of Hurontario Street, north of Highway 403 and south of Ceremonial Drive.

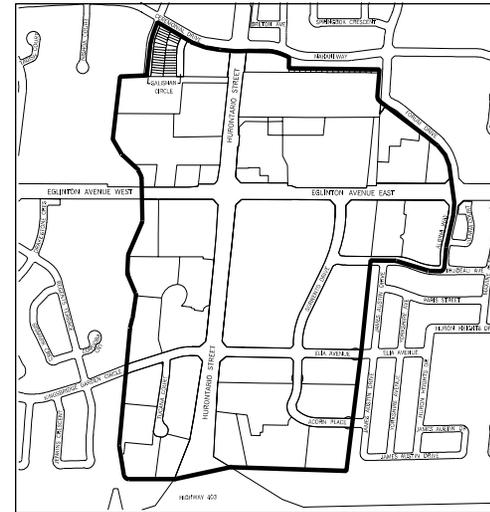
Profile:

The Hurontario Node is located “uptown” from the proposed UGC. It represents a major transit hub on the Hurontario Street higher-order transit system, a designated major transportation corridor in Mississauga Plan. To make efficient use of the planned transit investment and balance existing and proposed residential development, additional mixed-use office and retail development should be encouraged on existing vacant or underutilized plaza sites.

The existing land use of this 86 ha (212 ac) node is primarily residential with 85%⁹³ of the existing housing in the form of apartments. There is limited employment in this node based on the population-to-employment ratio of 6.3 to 1. Current retail and commercial facilities consist of car-oriented big box stores or strip plaza type shops. The function of this node would be considerably improved through the introduction of additional employment uses in the form of office or institutional uses.

Growth Management Objectives

Compact mixed residential-commercial development as well as a human-scale streetscape would provide needed pedestrian amenity to this area. Building densities and heights in this location should be lower than that of the downtown reflecting this node’s subordinate role to the UGC.



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Major development and redevelopments should not proceed unless they are transit-supportive and contribute to an appropriate mix of residential and employment uses. Reductions in parking should be encouraged at this location. Development which cannot be accommodated by the present transit system is premature. Creating a sense of place in this node will provide a much needed gathering spot for the surrounding medium and high density community which contains about 9,000 residents.

The Hurontario Node has an existing density of 148 persons plus jobs/ha and a population-to-employment ratio of 6.3:1. Between 4,500 and 13,000 additional residents and/or jobs are required to achieve the 200 to 300 ppj density target. Given the existing residential focus of this node, development supporting employment opportunities, particularly office employment, should be encouraged to create a more appropriate balance of land uses.

Major Nodes – Hurontario Uptown Suggested Density Targets			
	Existing	Additional Growth Capacity	
		Lower Range	Upper Range
Density (ppj/ha)	148.2	200	300
Population to Employment	6.3:1	2:1 – 1:2 ¹	2:1 – 1:2 ¹
Population	11,000	4,500	13,000
Employment	1,700		
Total Population and Employment	12,700	17,100 ²	25,600 ²

¹Either 2 persons to 1 employment opportunity or 1 person to 2 employment opportunities

² Neither population and employment should be less than 30% of the total.

18.2 Central Erin Mills

Location: Generally includes lands surrounding the Erin Mills Town Centre, east of Winston Churchill, south of Erin Centre Boulevard to south of Eglinton Avenue West and east of Erin Mills Parkway.

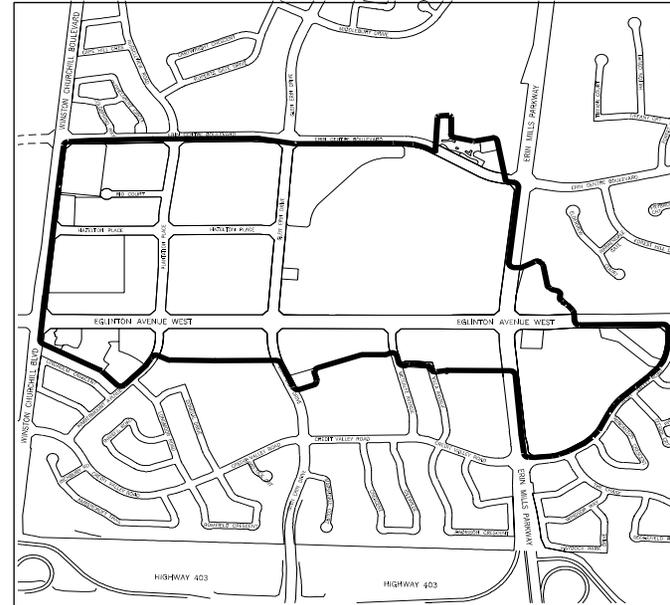
Profile:

The Central Erin Mills Node comprises a land area of approximately 120 ha (255 ac) and functions as a community node as well as a regional centre for commercial and institutional uses. The Erin Mills Town Centre Shopping Centre and Credit Valley Hospital, a major cancer centre, are two major regional draws in the node. A large portion of the current employment positions are within the health care sector. In addition, a secondary school and Erin Meadows Community Centre and public branch library are located within the node.

To the north, and east of the node, is John Fraser Secondary School and Merciful Redeemer Catholic Church. Consideration should be given to expand the boundaries of this node to capture these uses as well as the proposed Bus Rapid Transit stations at Winston Churchill Boulevard and at Erin Mills Parkway.

Growth Management Objectives:

Although it is currently identified as a residential node in Mississauga Plan, Central Erin Mills was historically envisioned as a regional centre in the western part of the



City, in both the Primary Plan and City Plan. Nearly 50% of the existing land is used for commercial purposes and the employment density is among the highest in the City. Currently only 12% of the existing land use is devoted to housing, the majority of which is in the form of apartments. Additional apartment buildings up to 25 storeys in height are planned for the south side of Eglinton Avenue West but as yet, are not developed.



Erin Mills Town Centre

This node would benefit from the addition of high quality pedestrian-oriented public spaces. The existing road network and lot pattern have resulted in large commercial blocks surrounding by expansive surface parking lots. The recent widening of Eglinton Avenue West to accommodate additional volumes of car creates an uninviting pedestrian environment, particularly for many of the elderly residents living in seniors housing on the south side of the street.

A substantial proportion of the lands within the Central Erin mills Node are currently either vacant or underutilized. These properties could be redeveloped in the future to create compact, mixed use development and improve the function of this node.

Another advantage associated with this node is its proximity to major transit investments. The Central Erin Mills node is less than one kilometre away from proposed Bus Rapid Transit stations located at Winston Churchill Boulevard and Erin Mills Parkway near Highway 403.

Eglinton Avenue West is also designated as a major transportation corridor in Mississauga Plan. This corridor represents an important east-west connection through the City and link to the Toronto Subway system. In the interim and as the City embarks on concurrent reviews of its road network system and cycling master plan, Eglinton Avenue which travels through two proposed major nodes and leads to major employment areas in the east end, should be examined as a potential commuter cycling route with appropriate integrations with transit facilities – buses today but perhaps light rapid rail in the future.

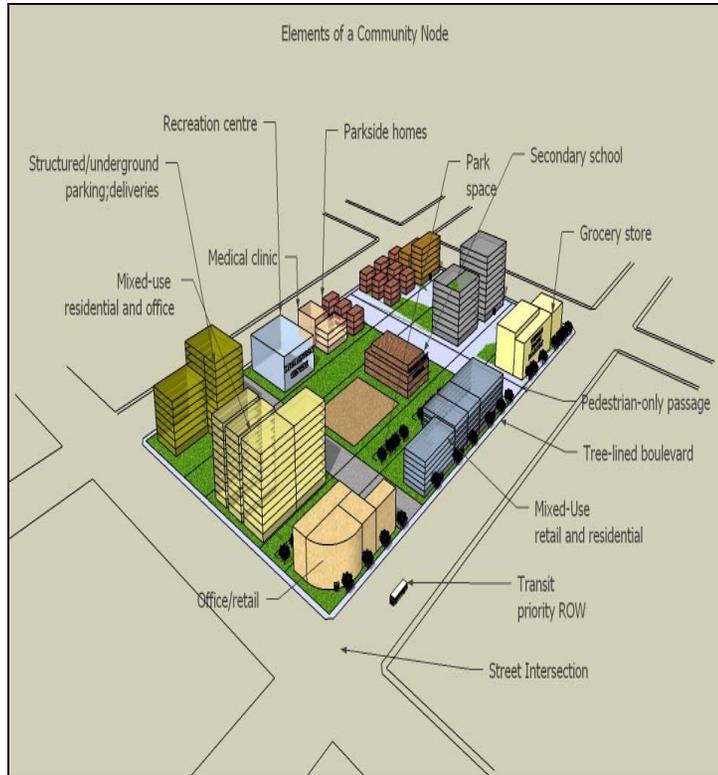
There is capacity to accommodate an additional 13,300 to 25,400 residents and/or jobs. The existing population to employment ratio is well-balanced and should be maintained.

Major Nodes – Erin Mills Town Centre Suggested Density Targets			
	Existing	Additional Growth Capacity	
		Lower Range	Upper Range
Density (<i>ppj/ha</i>)	90	200	300
Population to Employment	0.7:1	2:1 – 1:2 ¹	2:1 – 1:2 ¹
Population	4,500	13,300	25,400
Employment	6,400		
Total Population and Employment	10,900	24,300 ²	36,300 ²

¹Either 2 persons to 1 employment opportunity or 1 person to 2 employment opportunities

² Neither population and employment should be less than 30% of the total.

19.0 Community Nodes



Example of a Conceptual Community Node

Vision:

Community Nodes are similar to the existing residential nodes in Mississauga Plan. They will provide a community focus for a multitude of uses which address the fundamental services and facilities required for daily living – local shops and restaurants, community facilities, entertainment use, schools, parks, open space as well as a diverse housing stock which meets housing needs as people move through the lifecycle.

Community nodes will vary in development and composition. Some have evolved as historic villages – Port Credit, Streetsville, and Clarkson already possess many of the desirable elements of a traditional community village – compact, mixed use development, pleasant walkable streets, a strong sense of place and community identity.

In contrast, other community nodes have developed around a shopping mall or community facilities. These more recent nodes are largely car-oriented, developed on a super-block pattern with large surface parking areas adjacent to arterial roads. In many cases these newer nodes are surrounded by areas of low density detached housing which have limited transit access to facilities in the node.

Two new community nodes are proposed which do not possess the characteristics of either the village or mall-based nodes. Community nodes are proposed at the intersections of Dixie and Dundas and Lakeshore Road East and Cawthra Road. These nodes are linked to a transit corridor and are proposed as part of a community

revitalization effort to create a new main street for the local community.



For traditional village nodes, while some intensification may occur, significant increases, particularly if they jeopardize the existing character of the node, are not required or encouraged. Intensification of these nodes should enhance the node by bringing in new investments that keep the node vital or uses that complement the node by bringing in uses that are absent and needed by the community.

Because of the desirability of these nodes as places to live and invest, the challenge for traditional village nodes will be to develop a strategy which protects these areas from development that is inconsistent with the existing scale and built form.

The *mall-based nodes* also draw people - primarily shoppers who arrive mainly by car although many of these nodes include transit stations. Mall-based nodes are often homogenous, focus human activity inside of buildings or at strip plazas and have limited operating hours. Some of the older covered malls have undergone recent renovations and added big box retail stores on former parking areas. While the more recent commercial buildings have been situated closer to the street they continue to be oriented to the motorist.

Public spaces and active street life are generally non-existent. Mall-based nodes serve an important community function for residents but to realize their planned function they need to evolve into new mixed-use villages that can accommodate most daily living needs – housing, employment opportunities, medical offices, shopping etc..

Existing underutilized mall sites should be “de-malled” to create a more efficiently developed site area and a vibrant community destination through the addition of traditional village elements (e.g., finer street patterns; pedestrian-friendly environments – sidewalks, awnings, trees, benches; buildings that address the street rather than parking lots) in a contemporary way. The success of this approach will depend how the former mall-based node is connected to other destinations in the City including the surrounding low density residential areas.

The challenge of these nodes will be to transform single-story commercial facilities into multi-storey and multi-use centres. Significant areas within these nodes are often under single ownership which could be an advantage in allowing for a comprehensive redesign when these lands are scheduled for refurbishment.

Corridor-type nodes will likely experience the greatest amount of redevelopment preferably at transit-supportive densities. Creating a sense of place and local identity will also be important objectives for community revitalization.

The boundaries of all types of community nodes will need to be examined to ensure that they reflect the key gathering places and service areas for the surrounding community.



Community life inside a shopping mall

COMMUNITY NODES:

Role and Function:

- Provides a central gathering place and provides services and facilities needed for daily living
- Focus on community amenities for both local and city-wide residents
- A density target of 100-200 people +jobs, with a people to jobs ratio of 2:1 to 1:2 depending upon the existing focus of the node (e.g. residential or employment)

Land Use Mix:

- Community uses including education facilities, recreational services, places of worship.
- Include local retail that is incorporated into a diverse housing mix (Including special needs housing, affordable housing, seniors' residence)

Form and Scale:

- Compact form with higher densities, relative to the surrounding area, but not as dense as Major Nodes or the UGC
- Ensure pedestrian-oriented streetscapes with a minimum height of 2 storey heights and a maximum of 6 storeys in 'village' nodes and 12 storeys in other community nodes.
- Require public amenities, public art and architecture to enhance community identity and quality of life
- Encourage shared on-street parking and structured/underground parking along main streets of these nodes.

Transportation Focus:

- Reliable, frequent bus service connections to nearby areas, Major Nodes, City Centre, employment locations, the waterfront and other important City destinations
- Promote strong cycling/pedestrian links, where possible to locations such as GO transit stations, and corridors along with suitable active transportation amenities

19.1 Traditional Village Nodes

19.1.1 Clarkson Village

Location: East of Southdown Road, North and South of Lakeshore Road West

Profile:

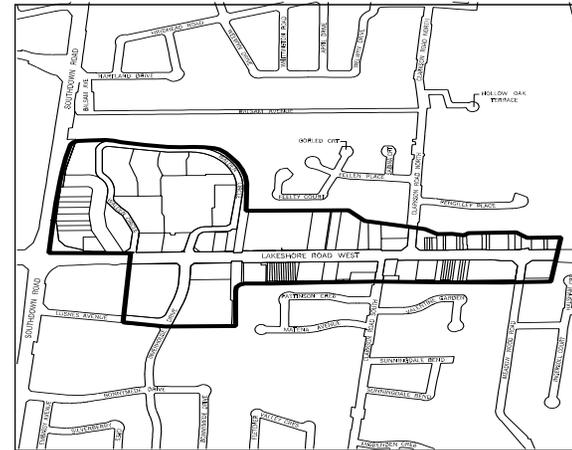
Clarkson Village celebrated its 200th anniversary this year. It is one of the oldest and most stable commercial areas in the City and it will continue to remain one of the major commercial areas in the Clarkson-Lorne Park District. Apartments represent the highest percentage of residential units in the node, at just over 79%, with the remaining generally represented by town home development.⁹⁴

Growth Management Objectives:

While the Clarkson Village Node continues to maintain a ‘village’ feel with its street-level shops and buildings it has a relatively low employment density with a ratio of 1 job for almost every 4 residents in the community.⁹⁵ The village-like mixed-use character is to be preserved and strengthened through redevelopment and infill.

The City is currently conducting a detailed study which aims to revitalize the Clarkson Village retail core which is centered on Lakeshore Road West. Anticipated policies and regulations will include appropriate directions for future land uses, building heights, densities as well as transportation and urban design objectives.

Future infill development should enhance the existing village character and promote a greater emphasis on the pedestrian realm and more active transportation alternatives such as cycling.



Clarkson Village - Lakeshore Road



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Community Nodes – Clarkson Village Suggested Density Targets			
	Existing	Additional Growth Capacity	
		Lower Range	Upper Range
Density (ppj/ha)	100.5	100	200
Population to Employment	3.8:1	2:1 – 1:2 ¹	2:1 – 1:2 ¹
Population	2,800	-100	3,500
Employment	700		
Total Population and Employment	3,500	3,500 ²	6,900 ²

¹Either 2 persons to 1 employment opportunity or 1 person to 2 employment opportunities

²Neither population and employment should be less than 30% of the total.

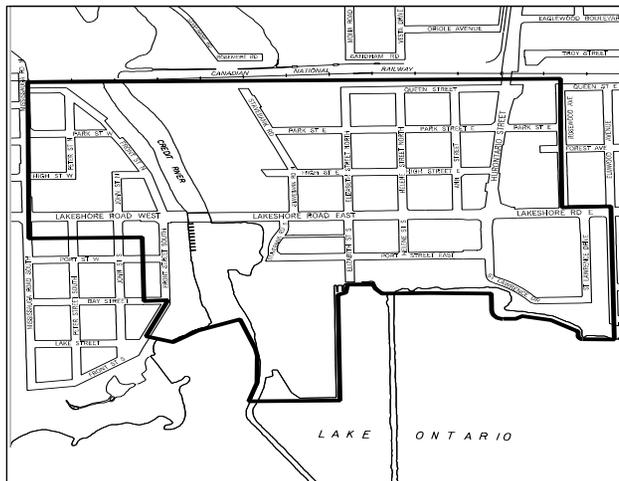
The Clarkson node has already achieved the lower density target of 100 ppj/ha. To create a more balanced node employment opportunities should be encouraged as part of future development in the node.

19.1.2 Port Credit

Location: South of the CNR Railway to the Lakefront between Mississauga Road North and Elmwood Avenue

Profile:

The Port Credit Node is also characterized as a village node because of its historical development as one of the first original European settlements in Ontario over two centuries ago. The harbour at the mouth of the Credit River and strong connections to the Lake Ontario Waterfront and shoreline are unique and highly regarded features of this community. The Port Credit Village Heritage Conservation District is located immediately to the southwest of the node.



Port Credit

Port Credit includes the broadest range of housing types in any of the nodes, particularly apartment style units. Residential uses make up about 30% of the existing land area with over 87% of the units in apartment form.

A significant portion of the land area (21%) is devoted to community uses including places of religious assembly. Recent public and private investments have resulted in the revitalization of Memorial Park and the Port Credit waterfront. The main street along Lakeshore Road, the open spaces along the Credit River and lakefront are both City and Region-wide attractions. Several successful festivals are held in Port Credit each year drawing thousands of tourists.

Most of the existing apartment and newer townhouse dwellings are within a comfortable walking distance to the

Port Credit GO Station, also located within the node. Port Credit also has one of the highest residential densities of all the nodes, with a 4:1 population to employment ratio.

Growth Management Objectives:

Port Credit is the City’s densest community node. Future development should result in additional institutional, office and commercial development to provide a better balance between residential uses and services which address local community needs.

Development along Lakeshore Road should provide for active forms of transportation and related streetscape amenities such as bike racks and street furniture that promotes the special historic and waterfront character of community. Built form should contain retail uses at-grade with residential and office uses located above on upper floors.

There is considerable investment interest to redevelop and intensify this node and in the area surrounding it – care needs to be taken to not overdevelop this node and detract from the existing character and community identity which make it such an attractive location.

Intensification in Port Credit should be directed towards adding services and facilities that are lacking in the community. Additional employment is a priority to ensure a more balanced land use pattern.

Community Nodes – Port Credit Village Suggested Density Targets			
	Existing	Additional Growth Capacity	
		Lower Range	Upper Range
Density (<i>ppj/ha</i>)	121.2	100	200
Population to Employment	4.3:1	2:1 – 1:2 ¹	2:1 – 1:2 ¹
Population	7,900	-1,700	6,300
Employment	1,800		
Total Population and Employment	9,700	8,000 ²	16,000 ²

¹Either 2 persons to 1 employment opportunity or 1 person to 2 employment opportunities

² Neither population and employment should be less than 30% of the total.

19.1.3 Streetsville

Location: East and West of Queen Street S, South of Ellen Street.

Profile:

The Streetsville Node is viewed as a village type node. It continues to exhibit much of its 19th Century character and history along Queen Street in the form of two to three storey, mixed-use development with small retail shops at ground level, and residential or office uses in the floors above.⁹⁶

The main street is lined with heritage buildings, which have either remained as residential uses, or have been converted to commercial uses.⁹⁷ Commercial uses make up the greatest component of the existing land use (>40%).

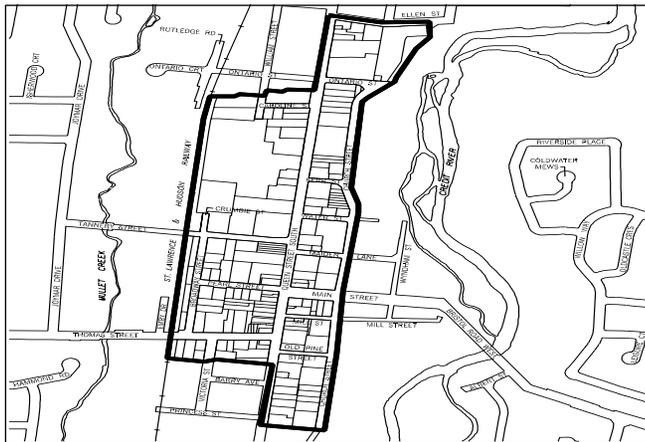


Over 86% of the existing residential units are in apartments. The Streetsville GO Station, although located immediately to the south of the node, is easily accessible from within the node.

Growth Management Objectives:

Currently this node has a relatively balanced population to employment ratio (1.3:1). Additional residential development in a form that does not detract from the existing unique character of this area would be appropriate. New development should be pedestrian-oriented and compact in form but not of excessive height.

Future intensification within the Streetsville node should take into account the proximity to the GO station and provide for Transit Oriented Design (TOD) and active transportation connections to residential areas. Also, underutilized sites, such as the suburban plaza on Queen Street, should be encouraged to redevelop to more mixed-use development



that includes quality civic spaces for both local residents and those who work in the community.⁹⁸

Consideration should be made to extend the boundary of the Streetsville Node to include the north side of Britannia Road where there is existing redevelopment and intensification capacity. New infill development should be based on a pedestrian scale and should focus on a variety of uses and scale in order to enhance the historic character of the area and provide connections to the Credit River.

Community Nodes – Streetsville Village Suggested Density Targets			
	Existing	Additional Growth Capacity	
		Lower Range	Upper Range
Density (ppj/ha)	65.2	100	200
Population to Employment	1.3:1	2:1 – 1:2 ¹	2:1 – 1:2 ¹
Population	1,900	1,800	7,100
Employment	1,500		
Total Population and Employment	3,400	5,200 ²	10,500 ²

¹Either 2 persons to 1 employment opportunity or 1 person to 2 employment opportunities

² Neither population and employment should be less than 30% of the total.

19.2 Mall-based Community Nodes

19.2.1 Malton

Location: West of Darcel Avenue, South of Morning Star Drive
Drive

Profile:

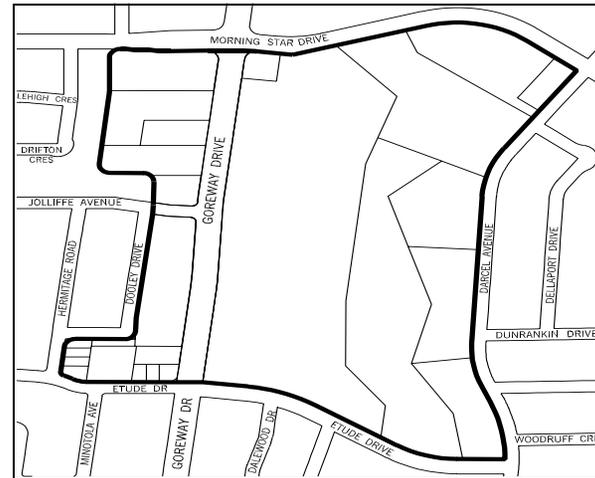
The Malton Node is considered to be a community node, with its central focus on the Westwood Mall. The future focus of this node should be expanded beyond the mall with a greater emphasis on creating community gathering spaces during all seasons. Enhancing the Goreway Drive frontage to create a more mainstreet setting would be of benefit to the surrounding community.

Growth Management Objectives:

Thirty-five per cent of the land within this node is devoted to commercial uses.⁹⁹ The residential component, however, is also relatively high, comprising one quarter of the area land use, with most of the residential land use in the form of apartment units.¹⁰⁰ Malton's population-to-employment ratio currently is at 3.8:1. Although there is an existing focus on residential uses, given the limited residential opportunities in Malton, due to airport noise, this node may continue to focus more heavily on residential uses.

Mimico Creek represents a significant portion of the area's open space land use, as it comprises the greatest area devoted to open space in all of the nodes across the City. The existing mall orientation is away from this highly desirable environmental amenity. This area should be

preserved as a community open space, and encouraged to develop as a focal point for community gathering. An assessment of community needs should be conducted prior to preparing any detailed policy plans for this area.



Community Nodes – Malton Suggested Density Targets			
	Existing	Additional Growth Capacity	
		Lower Range	Upper Range
Density (<i>ppj/ha</i>)	82.9	100	200
Population to Employment	3.8:1	2:1 – 1:2 ¹	2:1 – 1:2 ¹
Population	2,500	700	4,600
Employment	700		
Total Population and Employment	3,200	3,900 ²	7,700 ²

¹Either 2 persons to 1 employment opportunity or 1 person to 2 employment opportunities

² Neither population and employment should be less than 30% of the total.

19.2.2 Meadowvale

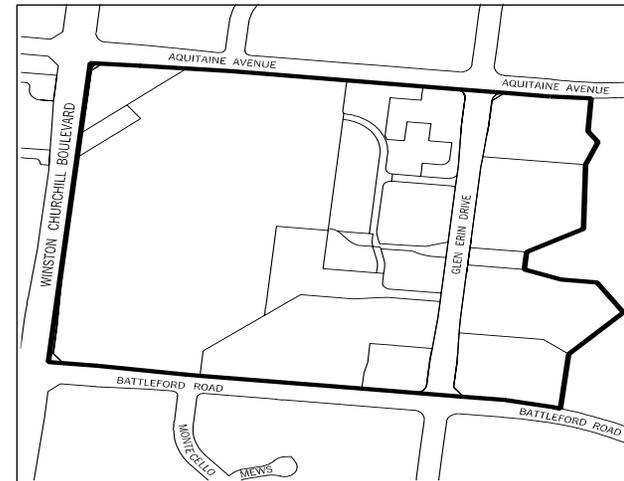
Location: East of Winston Churchill Boulevard, South of Aquitaine Avenue

Profile:

The Meadowvale mall-based community node is focused on the recently renovated Meadowvale Town Centre shopping mall. The surrounding stable residential community includes a variety of housing stock ranging from detached dwellings to high rise apartments.

About 38% of the lands within the node are commercial and 34% are used for residential purposes. The Meadowvale GO transit rail station is located approximately 1.8 km or a 30-minute walking distance (10 minute cycling distance) from Meadowvale Town Centre. The function of this node would be enhanced through better pedestrian, cycling and transit connections to other City destinations. An improved cycling route and establishment of secure bike storage facilities at the GO Station would strengthen the linkage between these areas. Lake Aquitaine Park and a substantial portion of high density housing are located just outside the node boundary.

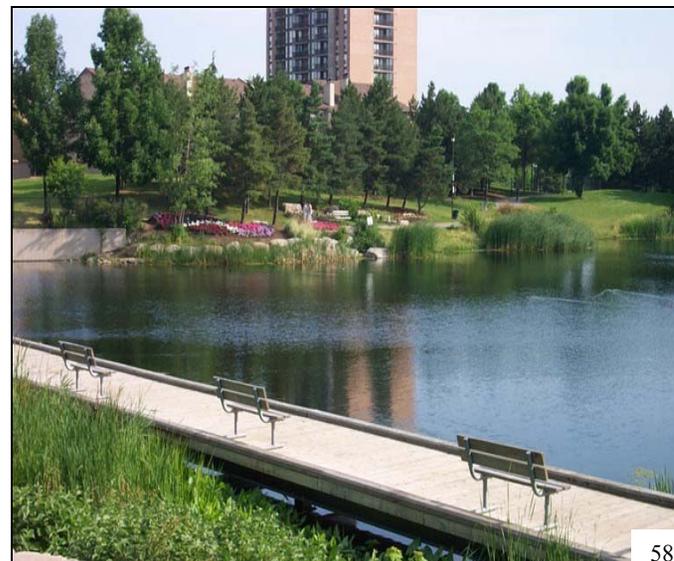
Meadowvale Town Centre



Growth Management Objectives:

The housing mix in the area is predominantly town homes and apartment style, with a population to employment ratio of 2.8 persons for every 1 job in the community. This community node currently has the highest portion of land devoted to community and cultural uses.

The mall has been recently been upgraded and new retail box stores added. It will likely not change significantly in the near future. Any redevelop in the area should focus on improving connections to transit both local Mississauga buses and GO transit.



Lake Aquitaine Park located just outside the Meadowvale Node

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Community Nodes – Meadowvale Suggested Density Targets			
	Existing	Additional Growth Capacity	
		Lower Range	Upper Range
Density (ppj/ha)	108.9	100	200
Population to Employment	2.8:1	2:1 – 1:2 ¹	2:1 – 1:2 ¹
Population	3,200	-300	3,700
Employment	1,100		
Total Population and Employment	4,300	4,000 ²	8,000 ²

¹Either 2 persons to 1 employment opportunity or 1 person to 2 employment opportunities

² Neither population and employment should be less than 30% of the total.

19.2.3 Rathwood/Applewood

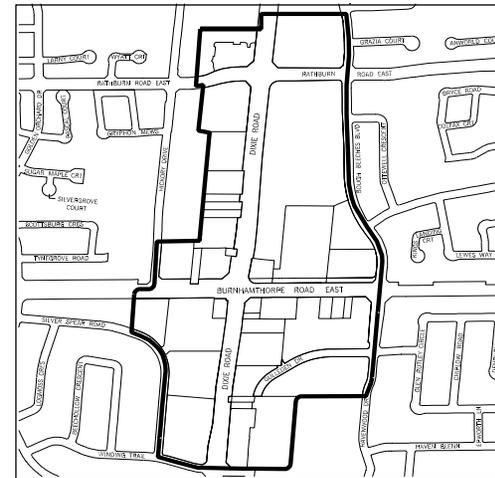
Location: East and West of Dixie Road, North and South of Burnhamthorpe Road East

Profile:

The Rathwood /Applewood community node has a large portion of its current land use as residential development (30%), with a population-to-employment ratio of about 4 to 1. Apartment units make up approximately 90% (1,327 units) of the node’s residential units.¹⁰¹ The node, however, also has one third of its land use devoted to commercial uses (27%).¹⁰² The area has some local, community strip malls and office units, with employment primarily in the retail sector.

Growth Management Objectives

The node would benefit from direct transit connections to the Dixie Road Bus Rapid Transit Station located to the north. The area residents also have access to community facilities, such as the Burnhamthorpe Branch Library, as well as public open space. The population plus employment density is currently at 98.3 per hectare, which is considered to be transit-supportive; however, the public realm is not pedestrian-friendly. There is the potential for the node to become more mixed-use and even more transit-supportive, with a greater focus on transit-oriented development that would allow for density levels between 100-200 persons plus jobs per hectare.



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Future intensification efforts should concentrate on making better use of existing commercial mall sites through *de-malling* and the creation of a finer road network and block pattern with enhanced pedestrian amenities within this node. The focus of intensification should be to improve the quality of life for new and existing residents.

Community Nodes – Rathburn/Applewood Suggested Density Targets			
	Existing	Additional Growth Capacity	
		Lower Range	Upper Range
Density (<i>ppj/ha</i>)	98.3	100	200
Population to Employment	4.2:1	2:1 - 1:2 ¹	2:1 - 1:2 ¹
Population	3,900	100	5,000
Employment	900		
Total Population and Employment	4,800	4,900 ²	9,900 ²

¹Either 2 persons to 1 employment opportunity or 1 person to 2 employment opportunities

² Neither population and employment should be less than 30% of the total.

19.2.4 Sheridan

Location: East and West of Erin Mills Parkway, North of Queen Elizabeth Way

Profile:

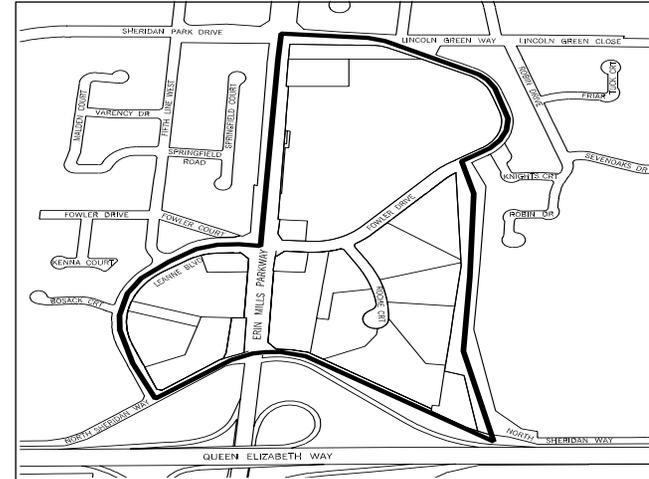
The Sheridan Node contains a land use mixture of mainly residential and commercial uses. Sheridan Centre Mall is the main feature of this node. The mall has undergone recent redevelopment, which includes new office space.¹⁰³ The residential land use component exclusively consists of housing in the form of apartment units. The population and employment density for this node is approximately 131 persons and jobs per hectare.¹⁰⁴

Growth Management Objectives:

While the Sheridan Centre Mall has undergone some redevelopment, there is still the need to provide better connections, particularly transit and active transportation linkages to the surrounding area. Future modifications to Sheridan Centre Mall should incorporate structured and shared parking in order to make more land available for greater mixed-use development.

The creation of a main street presence with compact mixed-use buildings that address Erin Mills Parkway on existing surface parking areas will provide more pedestrian friendly connections to the adjacent residential areas. A wider variety of mid-rise housing types should be encouraged. Future infill should be at a pedestrian scale. Additional town home, live-work and mid-rise mixed-use development as

well as better street linkages would facilitate travel by more active modes (e.g. walking and cycling).



Community Nodes – Sheridan Suggested Density Targets			
	Existing	Additional Growth Capacity	
		Lower Range	Upper Range
Density (ppj/ha)	130.6	100	200
Population to Employment	1.5:1	2:1 – 1:2 ¹	2:1 – 1:2 ¹
Population	3,000	-1,200	2,600
Employment	2,000		
Total Population and Employment	5,000	3,700 ²	7,500 ²

¹Either 2 persons to 1 employment opportunity or 1 person to 2 employment opportunities

² Neither population and employment should be less than 30% of the total.

19.2.5 South Common

Location: West of Erin Mills Parkway; North of the Collegeway

Profile:

The South Common community node is another mall-based community node with a broad range of uses with most of its commercial land inventory occupied by the redeveloped South Common Smart Centre.¹⁰⁵ Residential development, in the form of apartments and town houses, occupies the greatest amount of land at 38%. There is a high population to employment ratio (3.7 residents to every 1 job).¹⁰⁶

Growth Management Objectives:

Redevelopment goals include creating a pedestrian-scaled environment that considers transit, a diversity of housing types and a more balanced intensification ratio incorporating a mixture of uses.

While South Common Centre has slowly begun the process of de-malling and converted some of the retail space to free-standing commercial buildings, the shopping area is still oriented towards motorists. In addition, most of the buildings do not front onto the streets.

Safer pedestrian connections are required within the node and existing transit facilities, to schools and the South Common Community Library and Pool.



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Community Nodes – South Common Suggested Density Targets			
	Existing	Additional Growth Capacity	
		Lower Range	Upper Range
Density (<i>ppj/ha</i>)	98	100	200
Population to Employment	3.7:1	2:1 – 1:2 ¹	2:1 – 1:2 ¹
Population	5,300	100	7,000
Employment	1,400		
Total Population and Employment	6,700	6,900 ²	13,900 ²

¹Either 2 persons to 1 employment opportunity or 1 person to 2 employment opportunities

² Neither population and employment should be less than 30% of the total.

19.3 New Corridor-Based Nodes

19.3.1 Dixie/Dundas

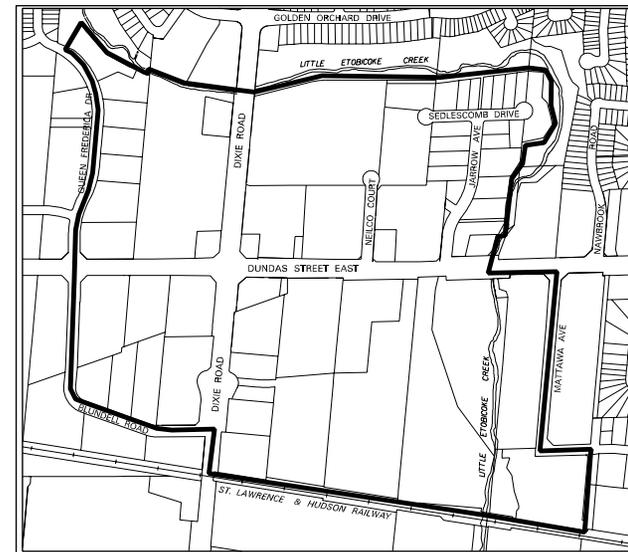
Location: East and West of Dixie Road, North and South of Dundas Street East.

Two new community nodes are proposed to provide a focus for neighbourhood revitalization. The first is located at the intersection of Dixie Road and Dundas Street East. The Dixie GO Station falls within the proposed boundaries of this new node. In the coming years, Dundas Street could be developed as a major transit corridor for light rapid transit. This would create an opportunity to develop a transit hub at the intersection and a more vibrant ‘main street’ presence and pedestrian-focused urban design elements. This new node has great potential for engaging civic spaces and creating a better sense of place and local identity.

Accommodating both residential and employment growth in this node will be a challenge since a significant portion of the lands fall within a floodplain and on-going industrial operations. As such, it is expected that this node will have a stronger employment focus than other community nodes. In particular, community or institutional uses that service the surrounding area may be appropriate in this node.

The node also has the potential of serving the broader community given its current proximity to GO services and the possibility of higher order transit on Dundas Street with connections to higher order transit on Hurontario Street to the west and the Toronto transit system to the east.

Further investigation is required to determine what additional uses would be appropriate in this location given planned transit investments and current environmental conditions.



Community Nodes – Dixie-Dundas Suggested Density Targets			
	Existing	Additional Growth Capacity	
		Lower Range	Upper Range
Density (<i>ppj/ha</i>)	40.8	100	200
Population to Employment	0.7:1	2:1 – 1:2 ¹	2:1 – 1:2 ¹
Population	1,600	5,500	15,000
Employment	2,200		
Total Population and Employment	3,800	9,400 ²	18,800 ²

¹Either 2 persons to 1 employment opportunity or 1 person to 2 employment opportunities

² Neither population and employment should be less than 30% of the total.

19.3.2 Lakeview

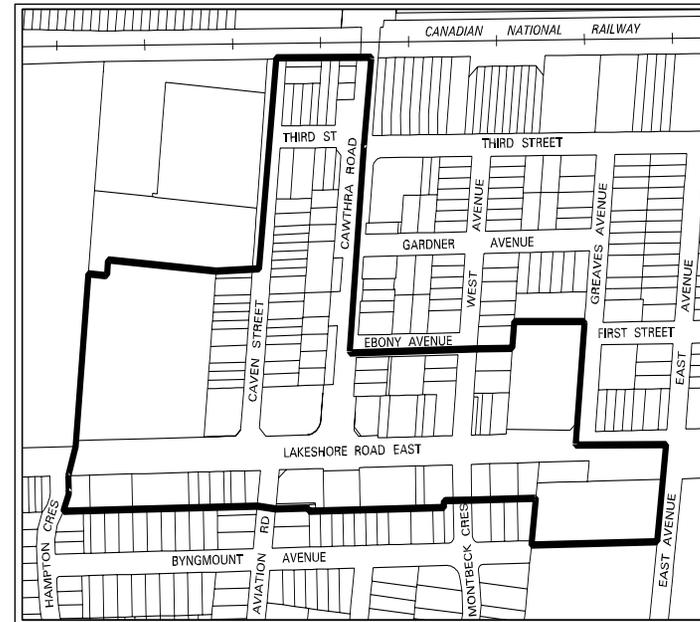
Location: North and South of Lakeshore Road. East, between Hampton Crescent and East Avenue, with the northerly portion extending to the CNR, west of Cawthra Road.

The addition of a node in the Lakeview Planning District grew out of recent community engagement process for the Lakeview District Community Plan Review. The proposed Lakeview Node consists of existing commercial, industrial and medium density residential lands with a primary focus on the mixed use transit-supportive development. This new node is intended to provide a pedestrian-friendly mainstreet setting to meet daily living needs that are accessible by public transit and active transportation modes for the community located in the southeast corner of the City. There is a strong community desire to formulate a distinguishable identity and main street character in Lakeview.

The existing linear street network and location of buildings adjacent to the street provide a foundation for the growth of this node and establishment of a community focal point. A large inventory of aging buildings, a strong community will to revitalize this area as well as a highly desirable location, walking distance to the waterfront and Port Credit, make this area attractive for redevelopment and investment.

The recent demolition of the Lakeview Power Generating Station has removed a long time air quality environmental concern in this area. Like Port Credit, there will be pressure to redevelop these lands at much higher heights and densities (particularly if soil remediation is required) which may not be compatible with the low and medium density areas to the north of Lakeshore Road East.

The need for a walkable, engaging community place can be addressed by encouraging a variety of mixed land uses along Lakeshore Road East.



Growth Management Objectives

It is expected that the Lakeview District Policy Review will provide detailed recommendations for land use change in this area.

Community Nodes – Lakeshore/Cawthra Suggested Density Targets			
	Existing	Additional Growth Capacity	
		Lower Range	Upper Range
Density (ppj/ha)	61.1	100	200
Population to Employment	2.2:1	2:1 – 1:2 ¹	2:1 – 1:2 ¹
Population	600	500	1,800
Employment	300		
Total Population and Employment	900	1,300 ²	2,700 ²

¹Either 2 persons to 1 employment opportunity or 1 person to 2 employment opportunities

² Neither population and employment should be less than 30% of the total.

20.0 Special Purpose Areas

Map 5 – Growth Management Strategy – Proposed Long Term City Structure Concept identifies two areas known as *Special Purpose Areas* – Lester B. Pearson International Airport and the University of Toronto Mississauga (UTM). Special Purpose Areas are unique areas of the City that draw considerable regional population but do not have the complete array of land uses; residential, employment, commercial, public amenities etc., that would be found in a node.

Special Purpose Areas play an important role in the local and regional economy and their continued viability must be maintained. They are also significant from a transportation demand perspective because they attract people on a daily basis but do not maintain a permanent residential component, other than student housing. In other words, people commute to these locations for some special purpose.

A recent report by Metrolinx on mobility hubs similarly identified Pearson Airport and UTM as “unique destination” hubs¹⁰⁷ which are currently not served by higher-order transit. Pearson Airport, and the lands around it, represents a major employer in the GTHA and one at the centre of the second largest concentration of jobs in the region.¹⁰⁸ Post-secondary education trips comprise another significant component of transportation demand in the GTA.

Mississauga will need to provide efficient transit service to special purpose areas, particularly in peak periods, if it wishes to relieve congestion on its road network. Future growth of these areas needs to be promoted in more

compact, transit-supportive forms with land use plans supported by timely investments in transit infrastructure.



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Lester B. Pearson International Airport



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University of Toronto Mississauga

Pearson Airport and UTM are both governed by independent bodies. Pearson Airport is regulated by the Greater Toronto Airports Authority. Any development within the airport district must be either complementary or compatible with airport operations and because it will not include residential uses it does not raise major intensification issues. UTM is similarly regulated by a Board of Governors that oversees the long range planning and expansion of the university campus.

21.0 Corporate Centres

Corporate Centres is a term used to identify the key office employment areas of the City. These areas are distinguished from other general employment areas (see below) which refer to industrial operations and other employment uses which are more land extensive. Corporate Centres represent strong economic zones in the City and GTA. Map 5 identifies four corporate centres in Mississauga – Meadowvale Business Park, Gateway along Hurontario Street, Sheridan Research Park and Airport Corporate Centre. Along with City Centre, these areas represent the primary locations for office sector growth in Mississauga over the next 25 years.¹⁰⁹

Corporate centres do not permit residential uses for a number of reasons. Historically, employment areas have included a wide range of uses, including industrial and trucking operations which are not compatible with residential development. In addition, many employment districts are located within the vicinity of the airport and are subject to the airport operating area restrictions which prohibit residential uses on the basis of potential noise impacts associated with the airport.

There is also a need to prevent the conversion of employment lands to other uses such as residential development. The Growth Plan recognizes this threat and requires that all municipalities maintain an adequate supply of employment lands for the future. Retaining employment areas is vital to the health and competitiveness of the City. As Mississauga matures retaining prime office sites will be even more important since large greenfield sites become

more scarce, and future employment growth of the City is in the form of office development.

It is proposed that the current “employment nodes” classification on Map 4 (Schedule 2 of Mississauga Plan) be deleted and replaced with *Corporate Centres*. Each Corporate Centre has unique conditions and attributes which warrant special policies to ensure the continued viability of these areas. Some, such as Airport Corporate Centre, will continue to experience strong market demand while others such as Sheridan Research Park have had limited recent growth. The recently prepared Mississauga Office Strategy Report indicates that the City needs to channel growth towards more sustainable and transit supportive design and away from the current dependence on cars for the following reasons:

- 1) office locations which currently provide the City with its principal employment growth will become increasingly congested which will ultimately be detrimental to Mississauga’s competitive position;
- 2) other jurisdictions in the GTA will seek to improve their own transit networks and mobility to enhance their competitive edge in the office market.¹¹⁰

Other initiatives such as improving the pedestrian environment, increasing mobility and amenities, incorporating energy efficient site designs and green building

technologies, will also allow Mississauga to remain a strong competitor in the GTA office market. Intensification in Corporate Centres should be encouraged to evolve into more compact forms and at minimum transit supportive densities near major stations to ensure maximum benefit for public investments.

Mississauga has evolved from a residential suburb to a city that is now a net importer of labour. As the city's population grows in the coming decades through intensification and redevelopment, it will be important to be able to maintain the existing employment base and continue to create opportunities for future employment to have a more balanced and complete community. Office development, with its more compact form is an appropriate means to achieve this objective.



22.0 Employment Areas

Employment areas are industrial and business employment operations which continue to require extensive land resources. Unlike Corporate Centres, employment areas are not likely to achieve a compact form or a high employment density. Nevertheless, they constitute an important land use within Mississauga and the Greater Toronto and Hamilton area.

The Growth Plan requires that municipalities plan for and maintain an adequate supply of lands for a variety of employment uses to accommodate employment growth forecasts.¹¹¹ The focus is on preserving employment lands to address current and future demand requirements. Conversion of employment lands is discouraged and only permitted through a comprehensive municipal review which evaluates the need for the conversion on the basis of specific criteria. As part of the Official Plan Review and in response to the Growth Plan requirements, the City of Mississauga conducted a study of existing employment lands.

Employment areas are generally regarded as stable and for various compatibility issues, particularly those related to site contamination, they are not appropriate for residential development. Because many employment uses are land extensive and not labour intensive, it is likely that there will be insufficient employee density to warrant frequent transit service.



The prevailing road pattern and large land parcels found in employment areas results in a continued dependency on the private automobile or truck. Greater efforts should be made to direct storage yards and more land extensive functions to the interior of employment districts and promote more compact industrial and commercial uses along the urban corridors to support transit service along Derry Road and Dixie Road.

Employment lands also play an important role in the movement of goods and delivery of services in the GTHA region. Over 500,000 tonnes of cargo is shipped through Lester B. Pearson International Airport annually.¹¹² For the most part, however, nearly all of the goods and services that we routinely use are delivered by truck. However, as these goods make their way to the end user they are usually

stored or transferred at interim points on their journey which may include different modes of travel.

In 2001, wholesale trade and transportation logistics industries alone represented over 7% of employment in the GTHA.¹¹³ In order to continue to remain competitive in the GTHA economy Mississauga will need to ensure that we maintain adequate land for the following functions related to goods movement and service delivery: warehousing, wholesaling, transportation logistics etc..¹¹⁴

23.0 Higher Order Transit Stations (Hurontario, Dundas, GO and BRT)

In order for Mississauga residents to choose transit, major improvements to our transit system are required. While transit service must become more convenient and efficient, the lands adjacent to transit stations must also provide greater opportunities to live, work, shop and recreate in a mixed-use environment.

Statistics Canada recently released (March 2008) information based on the 2006 Census on current commuting patterns to work. The results of the Census data indicate that over 70% of people continue to use their cars to travel to work and only 21% across the GTA use transit.¹¹⁵

Most of the existing GO transit stations in Mississauga provide adequate car parking for transit users, but these lands only serve that one purpose. In order for transit to become a viable means of transportation, policies and public/private partnerships must be created so that GO transit stations in Mississauga, as well as some of the planned BRT stations become 'transit villages' or destinations, in and of themselves.

Transit-oriented development (TOD) would allow for GO transit and Mississauga Transit (BRT stations) to consider providing structured parking facilities and developing portions of their lands for mixed-use development. The Growth Plan encourages increased residential, office, and commercial development in and around transit facilities and also suggests that this development occur within 500 metres or a 5-10 minute walking distance from the station.¹¹⁶

Meadowvale GO Station: Existing Condition



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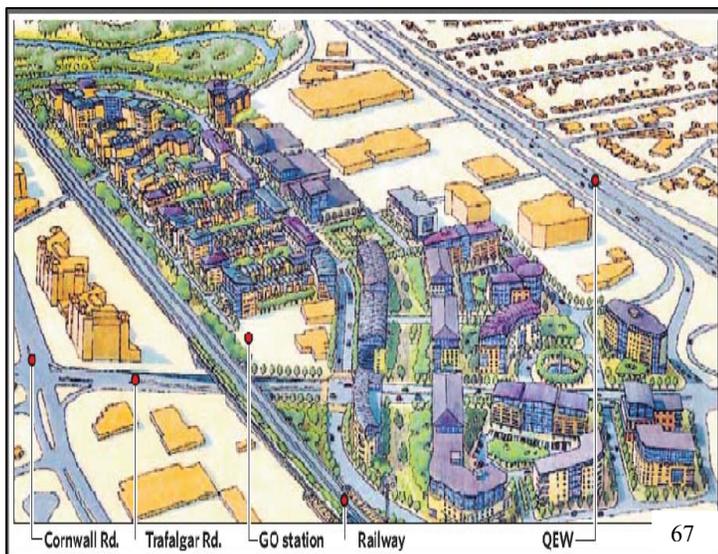


Metrolinx, has released a discussion paper on the creation of mobility hubs within the GTA. These mobility hubs are planned to have significant mixed-use development potential, retail development, and civic presence. Tertiary

hubs should allow for transit-supportive minimum land use densities between 140 to 250 persons per hectare, or 75 to 160 units per hectare, with an increased 30% transit modal split, and proper parking and active transportation strategies.¹¹⁷

Metrolinx suggests that station area master planning and transit-supportive development zoning be incorporated into the development and design stages of transit stations. The recently released Regional Transportation Plan (RTP) has identified the area encompassing the Cooksville GO station south to Dundas Street, the Port Credit GO station areas as gateway mobility hubs and lands within the vicinity of the Renforth BRT station as “Gateway hubs are major transit station areas at the interchange between two or more rapid transit lines, or where significant numbers of people access the regional transit system”.¹¹⁸ Detailed land use and transportation plans will be required for these areas in addition to the anchor hub in City Centre to ensure that they continue to evolve as significant origins and destinations.

While the future plans for the Oakville GO station¹¹⁹ are larger in scale, areas like the Meadowvale GO station and a few of the planned western BRT stations have the potential to become intensified transit destinations. The vision for the Oakville GO station includes: office development, housing development, walking and cycling trails, access to GO service and BRT services, as well as becoming an attractive destination for 20,000-30,000 residents.¹²⁰ Mississauga’s GO stations and BRT areas, over time, can provide complete transit locations, which should include a mixture of development, pedestrian-oriented design and transit amenities on a scale that is in character with the local community.



Future Vision for Oakville GO Station

In order for TOD to become a viable, feasible solution towards achieving sustainable growth management, GO station and BRT lands must become attractive real estate markets for developers, proper parking strategies must be put in place (lower parking ratios, shared parking, parking behind buildings, structured parking) and the right mix of housing must be incorporated into the overall plans (including affordable housing).¹²¹

The planning process can help encourage the TOD concept by the use of density bonusing, as per Section 37 of the

Planning Act. Developers can provide services and amenities in exchange for height and density benefits for the surrounding mixed-use lands. Active transportation, including the provision of walking and cycling trails, will help decrease dependency on automobiles.¹²²

Dallas, Texas provides a current example of a suburban, North American city promoting transit-based mixed-use development. The Dallas Area Rapid Transit (DART) Mockingbird Station has undergone a complete TOD metamorphosis by redeveloping previously underutilized parking areas within the facility. DART has created a mixed-use compact transit community, complete with loft residential development (with structured parking adjacent), retail development at grade, a medium density office tower, and a community-based movie theatre.¹²³ The newly redeveloped lands have become a destination and, in a city known for its suburban, car-oriented land uses, there is evidence that, given the opportunity, transit-oriented development can succeed.

The challenge for Mississauga will be to ensure that TOD sites along Mississauga's BRT and GO transit will have densities that complement the surrounding context. Also important are the linkages and connections to the stations.

DART Mockingbird Station – Concept Plan



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DART Mockingbird - Completed



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Places to Grow Growth Plan

2.2.5 Major Transit Station Areas and Intensification Corridors

1. Major transit station areas and intensification corridors will be designated in official plans and planned to achieve
 - a) increased residential and employment densities that support and ensure the viability of existing and planned transit service levels
 - b) a mix of residential, office, institutional, and commercial development wherever appropriate.
2. Major transit station areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.

24.0 Stable Residential Areas

Stable residential areas are the relatively homogenous housing subdivisions, most of which developed within the last 30 years. Average densities are quite low and developments are typically oriented to automobile travel. Some communities, such as Mineola and Lorne Park have even lower densities with high market values.

In these stable residential areas, there are often no other types of uses within a five to ten minute walking distance and consequently, most trips are made by car. Ironically, a denser but still uniform residential community would result in even more cars on the road.



Because of the high quality of the housing stock in these areas and the land parcel fabric that has been created by the subdivision of land, it is not proposed that stable residential areas be targeted for the type of intensification contemplated by the Growth Plan. The street network and mobility characteristics required to make more efficient use of transit infrastructure investments do not exist in these areas. A more appropriate approach is to improve the linkages between stable residential areas and surrounding community nodes and corridors through increased walking and cycling.

However, these areas are not proposed to remain static. In some areas, vacant land or underutilized properties exist and provide an opportunity for infill development. Intensification may also occur on brownfield and greyfield sites, such as former neighbourhood centres. This infill and intensification approach provides an opportunity to offer the community a range of housing types as the community matures and housing needs change and to provide a greater range of services and facilities. While new development and redevelopment need not mirror existing development types and densities, care should be taken that appropriate transitions in built form, density and scale of buildings occur.

25.0 Intensification: Summary

A proposed density target and population-to-job ratio has been applied to the UGC, major nodes and community nodes in order to compare and quantify how much growth would be required to meet local needs for balancing land uses and achieving more compact, mixed-use development over time.

The type of employment is not specified at this time but it can range from retail or personal uses to office jobs and in some cases cultural or institutional uses.

Table 7 provides a summary total of the amount of population and employment Mississauga needs to achieve to a greater balance of land uses in the UGC, Major Nodes and Community Nodes.

It is clear that Mississauga has the land capacity to achieve the Provincial density targets and accommodate additional growth beyond 2031. Growth should be directed towards locations that achieve city-building objectives and efficient utilization of municipal infrastructure.

Table 7 City of Mississauga					
Total Population and Employment for the UGC, Major Nodes and Community Nodes					
	Existing	Population & Employment Target		Additional Growth Needed	
		Lower Range	Upper Range	Lower Range	Upper Range
Total	168,000	259,000	386,700	91,100	218,500

The proposed density targets result in a capacity that ranges from about 90,000 to nearly 220,000. Capacity at the upper range is well in excess of the 70,000 residents and 50,000 jobs that the City must accommodate by 2031. In addition to the capacity in the UGC, Major Nodes and Community Nodes there is capacity in the corridors, particularly Intensification Corridors, Corporate Centres, around higher order transit stations and in the stable residential and employment areas.

Part IV: Conclusion and Next Steps

26.0 Conclusion and Next Steps

This report outlines a strategic approach to growth management which builds upon Mississauga's existing context and established urban form to ensure a sustainable living environment for the current and future inhabitants of Mississauga. This report has been prepared to facilitate dialogue with other City and agency stakeholders on related growth management initiatives.

It fulfills the Government of Ontario's requirement for a locally-developed intensification plan and provides a foundation for new Official Plan policies to guide land development to and beyond 2031 by identifying intensification areas and targets. It is consistent with the PPS and the Draft Regional Transportation Plan released by Metrolinx on September 23, 2008. It has been prepared in consultation with other city and agencies, supports city-building initiatives, the draft Strategic Plan and serves as strong foundation for new official plan policies that will guide the next generation of growth in Mississauga.

The next steps include incorporating the findings and principles of the Growth Management Strategy into the new Official Plan. Following the approval of the new Official Plan in June 2009 work on a series of node and corridor studies to implement the Growth Management Strategy should be conducted.

Photo Credits

Photo #	Description	Source
1	Elderly couple on bench	www.geocities.com/new_federalists/904299s-elderly couple on park bench happy.jpg . 2007
2	Young couple in a park	City of Mississauga, Community Services 2007
3	Bike with highway in background in Toronto	www.windpathfilms.com/blog/forbes.html
4	Family in park	Better Living Services www.bl1.com/familt1.jpg . 2007
5	Concept rendering of Marilyn Monroe building	www.gtahighrise.com/buildings%20outside?absoluteMM.jpg . 2005
6	Premier McGuinty announces Move Ontario 2020 Rapid Transit Action Plan in Mississauga on June 15, 2007	www.premier.gov.on.ca/news/Product.asp?ProductID=1383&offset=5
7	Daniels development in Mississauga City Centre	City of Mississauga. 2006
8	Elderly woman using walker	http://pro.corbis.com/search/Enlargement.aspx?CID=isg&mediaid=F01A4743-B4AA-4886-A661-E6368FD3506D
9	Empty swings in park.	http://www.flickr.com/search/?q=empty+park+swings
10	Hurontario Street Higher Order Transit Concept	City of Mississauga 2007
11	Southdown Industrial District - St. Lawrence Cement	City of Mississauga, 2007
12	Mississauga Transit Articulated Bus	City of Mississauga. Press Release October 10, 2007
13	LRT Station in downtown Austin, Texas	http://www.raisethehammer.org/index.asp?id=458 (Rapid Transit in Hamilton)
14	Detached dwelling in Rattray Marsh Area in Mississauga	http://www.kevinlarose.com/listings/detail.asp?ListingMLSNo=W1432597
15	Housing mix in Hurontario district	City of Mississauga, 2006
16	New Replacement Housing	City of Mississauga 2006
17	80 Port Street East Port Credit	http://www.kevinlarose.com/listings/detail.asp?ListingMLSNo=W982967
18	Seniors enjoying social times at Sheridan Villa, Mississauga	http://www.peelregion.ca/lrc/sheridan/
19	David Lam Park, North False Creek,	http://www.agf.gov.bc.ca/clad/ccs/pacific_place/images/pac_place_slide3.jpg

Photo #	Description	Source
	Vancouver	
20	Farm in downtown Mississauga 1975	City of Mississauga, 1975
21	Mississauga City Hall 2005	http://www.wyfordsuites.ca/neighbourhood.asp?city=mississauga
22	Port Credit	City of Mississauga, 2006
23	Streetsville	City of Mississauga, 2008
24	Mixed-use development in Port Credit	Ontario Growth Secretariat, Ministry of Energy and Infrastructure
25	Visualizing density – Lincoln Institute of Land Policy	https://www.lincolninst.edu/subcenters/VD/tour/t3.aspx
26	Hypothetical streetscape depicting Growth Plan density target of 50 persons plus jobs per hectare.	http://www.placestogrow.ca/index.php?option=com_rsgallery2&Itemid=2&page=inline&id=184&catid=9&limitstart=0
27	Infill development in stable neighbourhood	City of Mississauga, 2007
28	Straw Bale House 977 Meadow Wood Road	City of Mississauga 2007 Urban Design Awards
29	Conversion of a Hypothetical Strip Mall to a Mid-rise Medium Density Development with a Mix of Uses, Including Office, Retail and Residential (before)	http://www.placestogrow.ca/index.php?option=com_rsgallery2&Itemid=2&page=inline&id=62&catid=9&limitstart=4
30	to a Mid-rise Medium Density Development with a Mix of Uses, Including Office, Retail and Residential (after)	http://www.placestogrow.ca/index.php?option=com_rsgallery2&Itemid=2&page=inline&catid=9&id=62&limit=1&limitstart=5
31	Santa Clara Valley, San Jose, California, USA, multi-modal street	www.lightrailnow.org
32	Pedestrian friendly street	http://www.walkable.org/library.htm
33	Walking-Levels of quality	http://www.walkable.org/library.htm
34	Credit River Trail	City of Mississauga 2007
35	Ratray Marsh Conservation area	http://www.waterfronttrail.org/images/itineraries/3-1/3-108-0869_IMG.jpg
36	Microsoft Office building	http://www.waterfronttrail.org/images/itineraries/3-1/3-108-0869_IMG.jpg
37	Rockville Town Square, Rockville Maryland, USA	www.cnu.org/search/imagebank/
38	Lincoln Park Common, Chicago	http://www.mlsni.com/photos/property/167/04216167.jpg
39	Bike racks on buses in Portland Maine, USA	http://atownbikes.com/blog/wp-content/uploads/2008/05/bikinbus4.JPG

Photo #	Description	Source
		http://outdoors.mainetoday.com/trailhead/2007_09.html
40	Suburban subdivision landscape	http://planning-research.com/on-bruegmann-on-sprawl-smart-growth-accessibility/
41	Mississauga City Centre Street Grid	http://www.urbantoronto.ca/showthread.php?t=5333&page=2
42	Smoggy day in Toronto	http://www.placestogrow.ca/index.php?option=com_rsgallery2&Itemid=2&page=inline&id=87&catid=6&limitstart=5
43	Wellington Street car-oriented arterial road development	Ontario Growth Secretariat, Ministry of Energy and Infrastructure
44	My Mississauga event	http://www.placestogrow.ca/index.php?option=com_rsgallery2&Itemid=2&page=inline&id=6&catid=6&limitstart=0
45	Example of Corridor- Bank Street Ottawa	http://en.wikipedia.org/wiki/index.html?curid=916279
46	Portland Oregon Streetscar	Stephen Mikicich
47	Abby Road, London, UK	http://www.superbeetles.com/idlechatter/images/Abbey-Road.jpg
48	Urban Growth Centre with 400 ppi/ha	Ontario Growth Secretariat, Ministry of Energy and Infrastructure
49	Tridel condominium development in Hurontario node	City of Mississauga 2007
50	Erin Mills Town Centre	City of Mississauga 2007
51	Urban Square, Port Credit	City of Mississauga 2007
52 a	Community life inside a shopping mall	http://readbetweentheps.blogspot.com/
52b	Community life inside a shopping mall – Toronto Eaton's Centre	http://guildwood.blogspot.com/2007/11/christmas-at-eatons-center.html
53	Clarkson Village	City of Mississauga 2007
54	Lakeshore Road, Port Credit	City of Mississauga 2006
55	Streetsville	City of Mississauga 2008
56	Parade in Malton	www.mississauga.com
57	Meadowvale Town Centre	City of Mississauga 2007
58	Lake Acquitaine, Meadowvale	http://mississaugabassmasters.com/castingkids.htm
59	Dixie Road	City of Mississauga 2005
60	Sheridan Centre	City of Mississauga 2005
61	South Common Centre	City of Mississauga 2005
62	Lester B. Pearson International Airport	City of Mississauga 2007
63	University of Toronto Mississauga	City of Mississauga 2007
64	Biovail Office Building	City of Mississauga 2007
65	Astra Zeneca	City of Mississauga 2006
66	Meadowvale GO Station	City of Mississauga 2008
67	Oakville GO Station Concept	Toronto Star, February 11, 2008

Photo #	Description	Source
68	DART Mockingbird Station Concept	www.nctcog.org/...examples/mockingbird and www.mockingbirdstation.com
69	DART Mockingbird Station Completed Development	http://www.capstarcommercial.com/public/images/bldg_MockingbirdStation.jpg
70	Detached home in Gordon Woods	http://farm4.static.flickr.com/3269/2700645113_83a7fd9c30.jpg?v=1216994397

End Notes

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