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## A. POLICIES OF OTHER LEVELS OF GOVERNMENT

As part of a four level government structure, the City of Mississauga is subject to the policies of the other three levels and their agencies.

### FEDERAL GOVERNMENT

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

### PROVINCIAL GOVERNMENT

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

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

In addition, the OMB sets the upper limit on the debt that municipalities may incur and, therefore, affects the capability of the City to accommodate new development.

The financial policies of the Provincial Government not only affect the general economic climate, but also determine the capacity of the City to accommodate new development. Since the municipal sources of revenue (property tax and development charges) do not meet the demand for funds, Mississauga is dependent on Provincial

Government assistance. The amount of Provincial Government assistance is a significant factor in determining both the service levels provided and the rate and amount of development that can be accommodated.

Since transportation facilities are affected by land use patterns, Provincial Government transportation policies are an important aspect of planning and development in the city. The Provincial Government mainly exercises jurisdiction over those roads designated as Provincial Highways.

The Provincial Government is responsible for commuter rail (Lakeshore, Georgetown, and Milton facilities) and bus commuter services which run through the city, as well as the bus facilities which connect the city to points beyond its boundaries.

Map 1 - Transportation Facilities (attached), shows the commuter rail and Provincial Highway facilities under the jurisdiction of the Provincial Government.

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

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

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

## REGIONAL AUTHORITIES

### Region of Peel

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

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

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

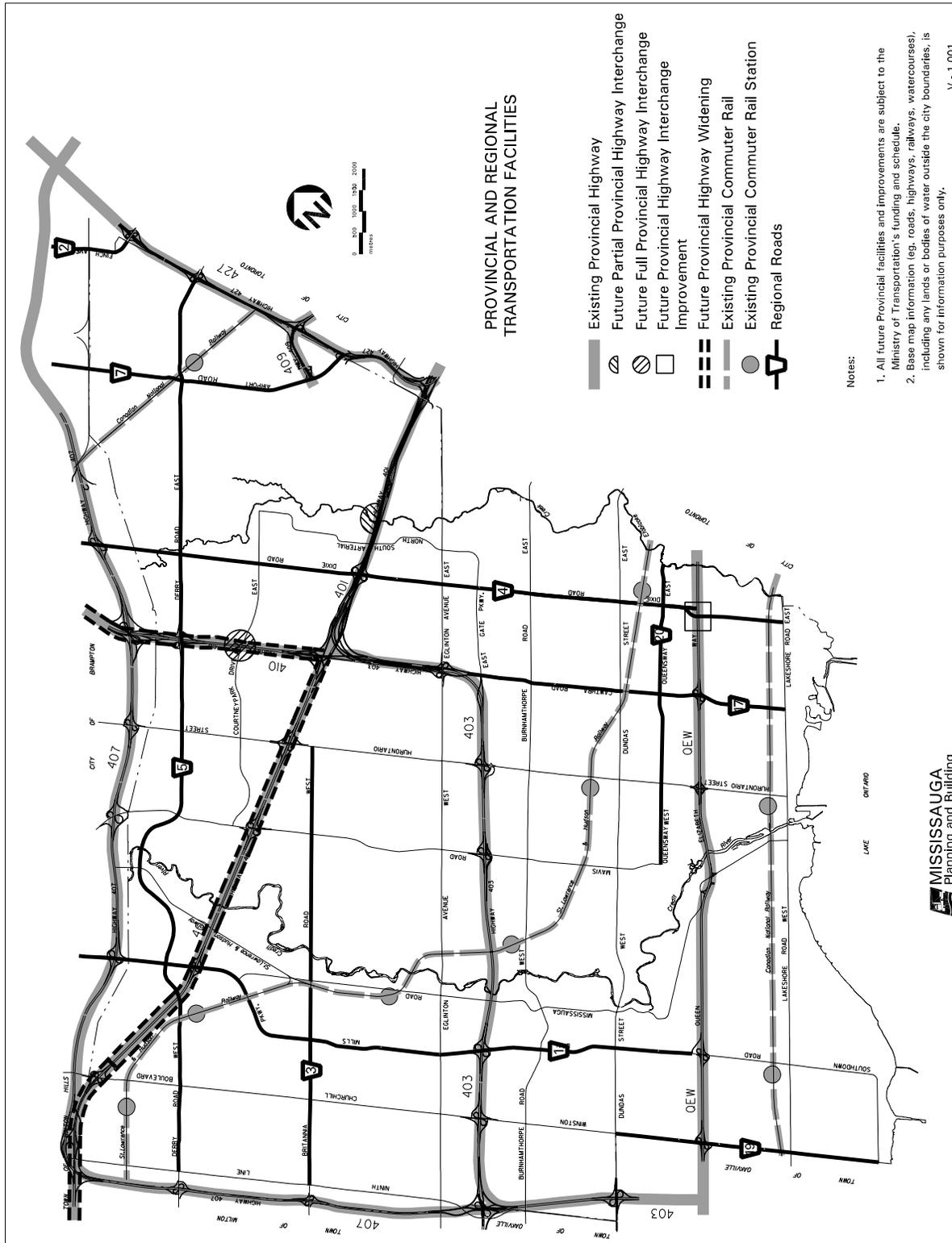
### Other Regional Authorities

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

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

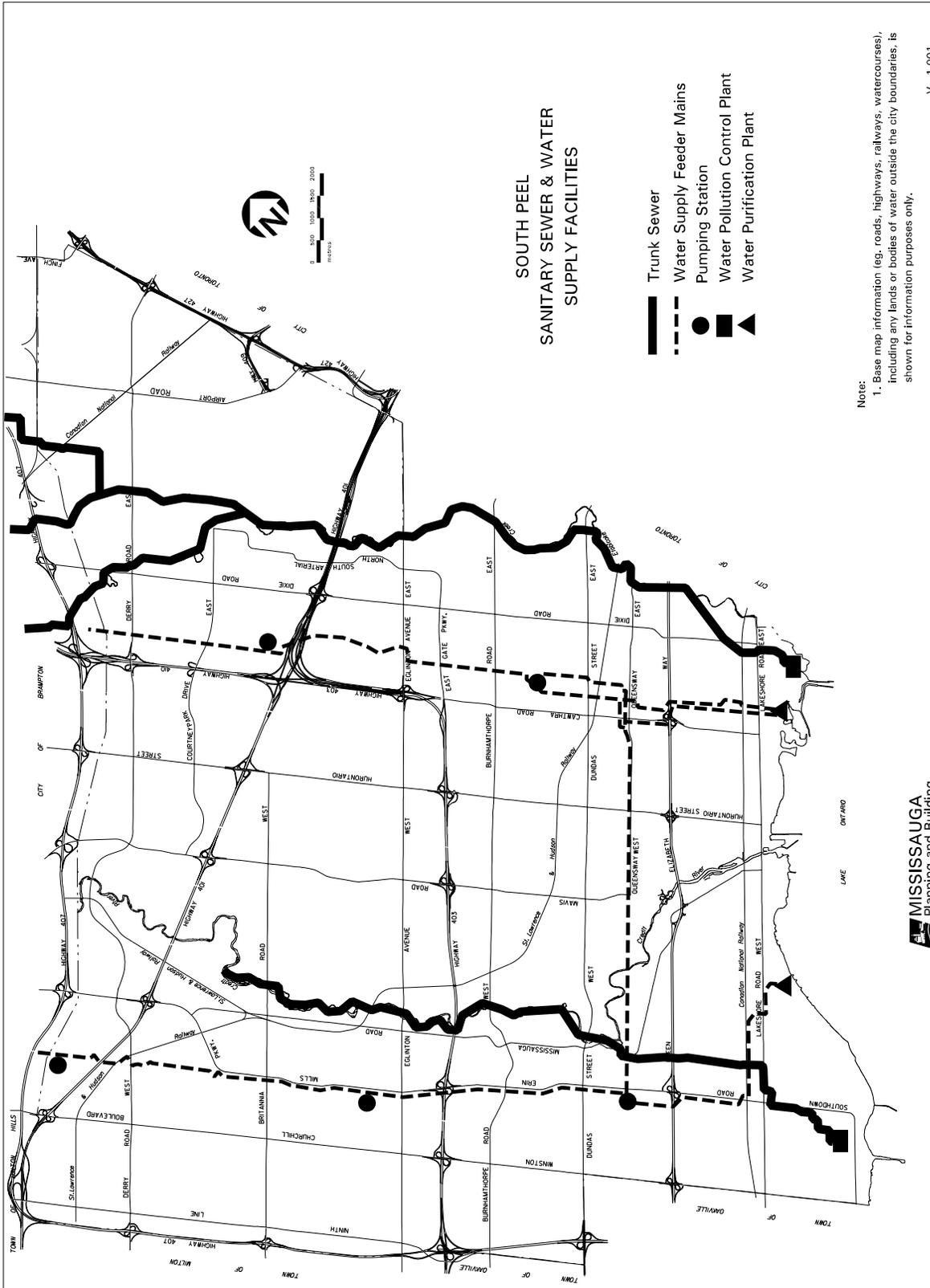
# POLICIES OF OTHER LEVELS OF GOVERNMENT –

## Map 1 – Provincial and Regional Transportation Facilities



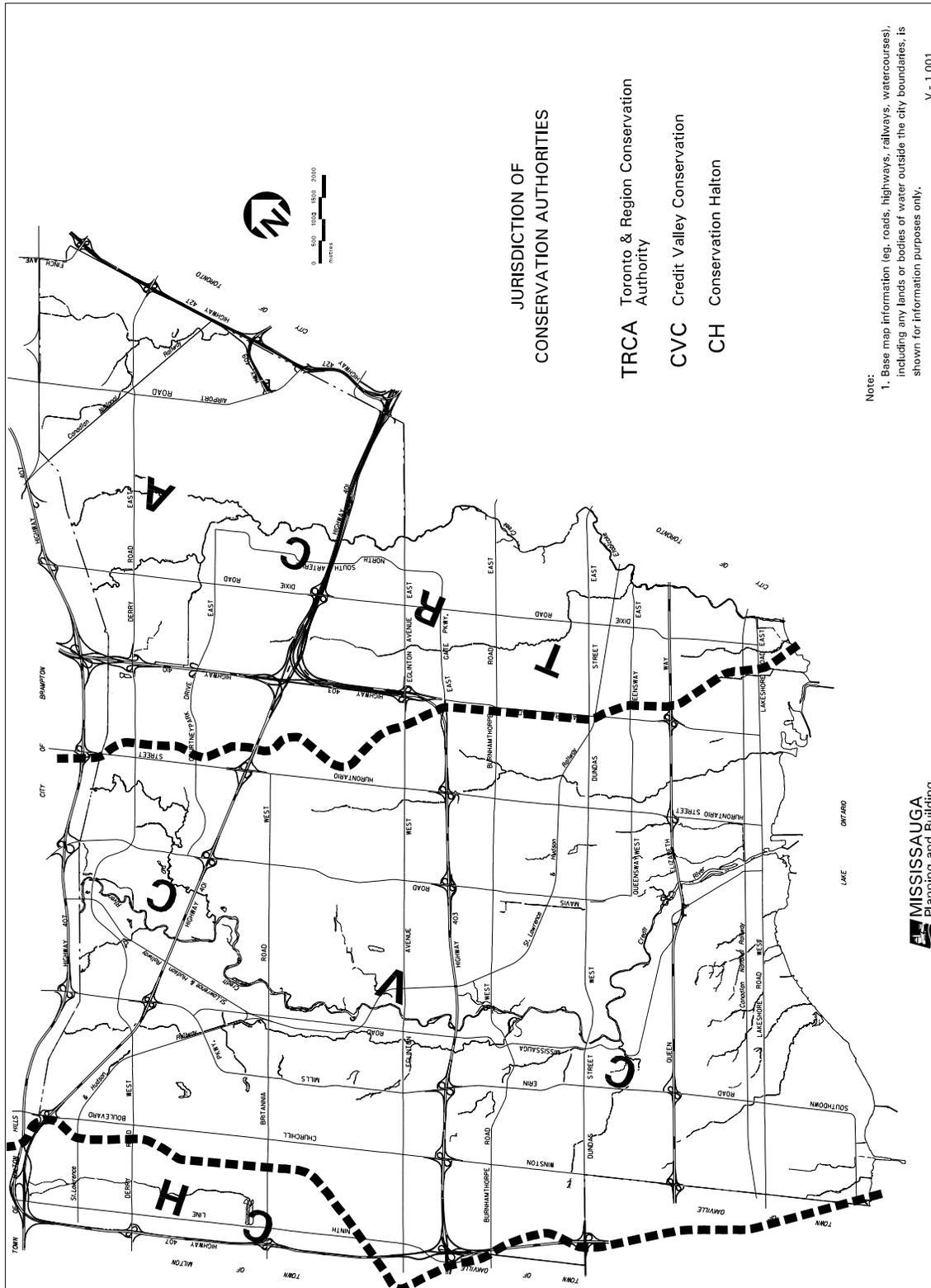
# POLICIES OF OTHER LEVELS OF GOVERNMENT -

## Map 2 - South Peel Sanitary Sewer & Water Supply Facilities



# POLICIES OF OTHER LEVELS OF GOVERNMENT -

## Map 3 - Jurisdiction Of Conservation Authorities



# POLICIES OF OTHER LEVELS OF GOVERNMENT -

## Map 4 - Sub-Watershed Limits



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

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## B. TORONTO-LESTER B. PEARSON INTERNATIONAL AIRPORT

Airport Zoning Regulations are imposed by the Minister of Transport under authority of the *Federal Aeronautics Act* to ensure aviation safety and protection to the public and to maintain the operational integrity of the airport. The Toronto – Lester B. Pearson International Airport Zoning Regulations were revised and registered on titles of affected land parcels in the appropriate Land Titles Offices and Land Registry Offices of the Province of Ontario on March 27, 2000.

Airport Zoning Regulations are enacted to:

- Limit the height of buildings, structures and objects, including objects of natural growth, in the area surrounding the airport;
- Restrict the dumping of waste materials which might attract birds on lands adjacent to the airport; and
- Protect lands which house and are affected by navigational aids such as radar and communications equipment and prevent off-airport development that could potentially interfere with signals or communications from airport facility equipment.

### DEFINITIONS OF TERMS:

(See **Airport Obstacle Limitation Surfaces**):

#### Airport Reference Point

The designated point or points on an airport normally located near the geometric centre of the runway complex that:

- establishes the geographical location of an airport for charting purposes; and
- establishes the locus of the radius or radii of the outer surface.

#### Obstacle Limitation Surface

A surface that establishes the limit to which objects may project into the airspace associated with an aerodrome so that aircraft operations at the aerodrome may be conducted safely. Obstacle Limitation Surfaces include a takeoff surface, an approach surface, a transitional surface and an outer surface.

#### Outer Surface

A surface located in a horizontal plane above an aerodrome and its environs. The outer surface is required for the protection of aircraft conducting a circling procedure or manoeuvring in the vicinity of an aerodrome.

#### Runway Strip

A defined area including the runway and stopway, intended to reduce the risk of damage to aircraft running off a runway and to protect aircraft flying over it during takeoff or landing operations.

#### Takeoff/Approach Surface

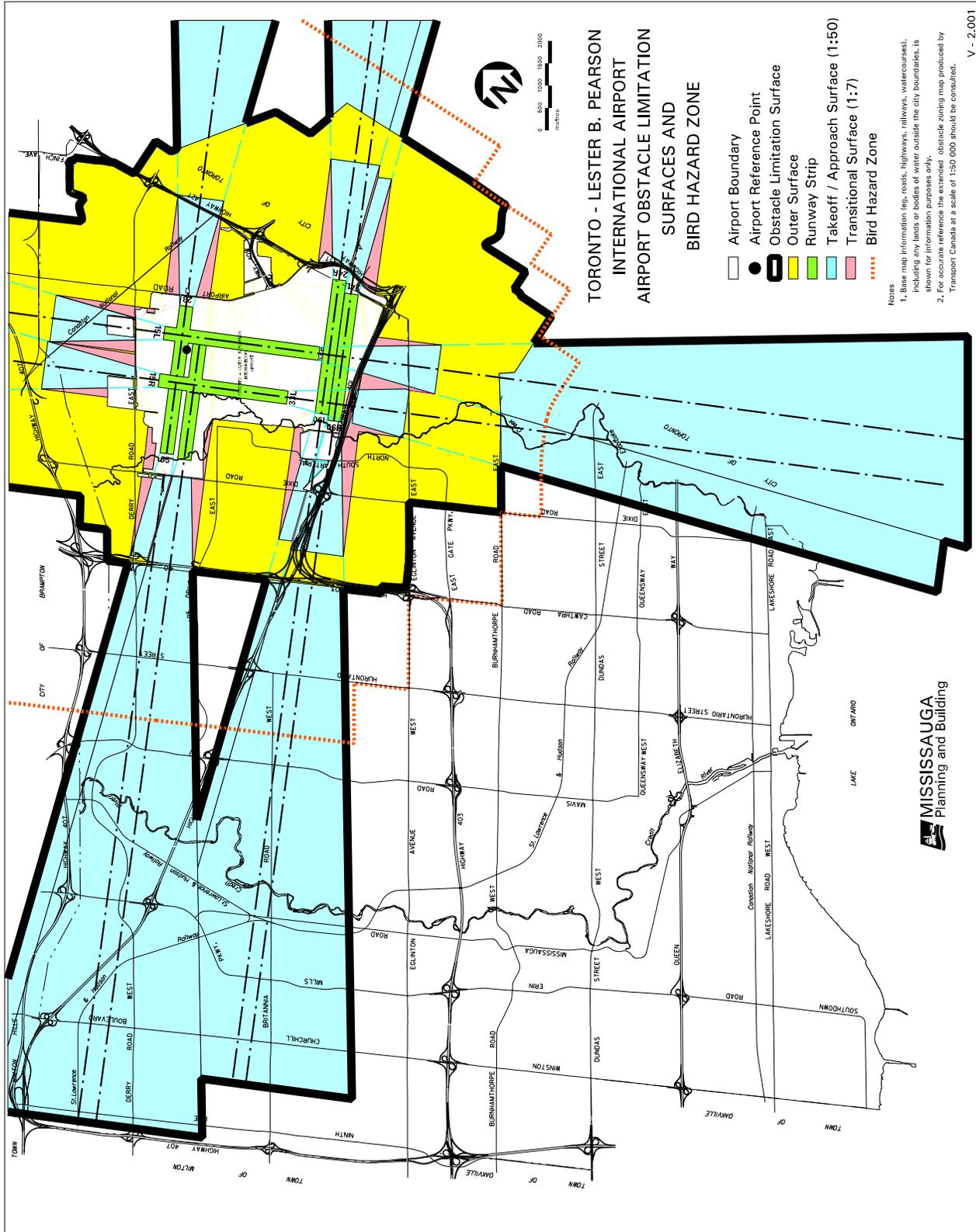
An inclined plane beyond the end of a runway and preceding the threshold of a runway.

#### Transitional Surface

A complex surface along the side of the runway strip and part of the side of the approach surface, that slopes upwards and outwards to the outer surface. Its purpose is to ensure the safety of aircraft at low altitudes displaced from the centre line in the approach or missed approach phase.

# TORONTO-LESTER B. PEARSON INTERNATIONAL AIRPORT

## Map 1 – Airport Obstacle Limitation Surfaces and Bird Hazard Zone



## C. Transit Oriented Development

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

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

### The Four “D”s of Transit Oriented Development

#### Density

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

#### Distance

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

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

#### Diversity

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

#### Transit supportive land uses:

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

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

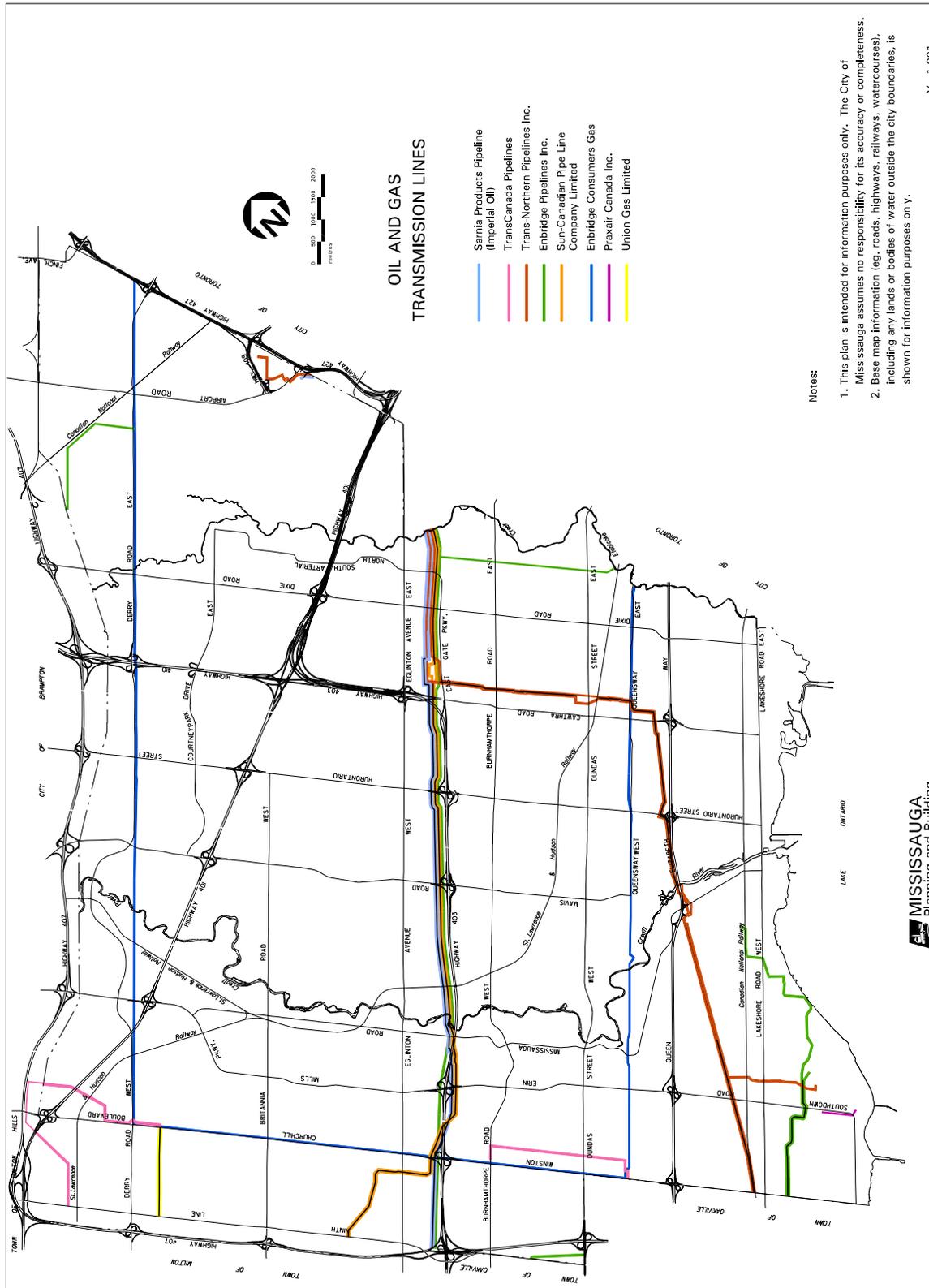
#### Non-transit supportive land uses:

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

## Design

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

# D. OIL AND GAS TRANSMISSION LINES



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## E. REGIONAL STORM FLOODLINE – SPECIAL POLICY AREAS

Provincial Government floodplain management policies specify that, in most circumstances, the Regulatory Flood (generated by the Regional Storm event as defined by the appropriate Conservation Authority) will represent the minimum level of protection for new development. Pursuant to the Provincial Policy Statement, the Toronto and Region Conservation Authority (TRCA) has adopted a One Zone approach to floodplain management whereby new development is prohibited or restricted. The Provincial Government policy, which is implemented for the Etobicoke Creek watershed by the TRCA, also recognizes that this level of protection is not realistic or practicable in situations where development has historically occurred in a floodplain, and infill development cannot reasonably be prohibited. Accordingly, Provincial Government policy provides for the establishment of Special Policy Areas for which Provincial Government standards for floodplain management are relaxed to recognize certain exceptional situations.

Two types of Special Policy Areas are recognized:

- where floodproofing to the regulatory level is not provided; and
- where development is proposed in the floodway.

Special Policy Area status will be approved only in circumstances where the two-zone concept of floodplain management cannot be reasonably applied (i.e. development in the flood fringe cannot be flood-proofed to the level of the Regulatory Flood) and where a compelling rationale for this status is established in terms of specific criteria.

The following criteria apply to the definition of a Special Policy Area within a floodplain:

- existing development represents an integral component of the community and contributes to municipal, economic and social viability (e.g. designated for development in Mississauga Plan, municipal investment in services); and
- degree of flood hazard (e.g. depth of flooding, velocity of flow, upstream and downstream effects, frequency of ice jams).

For spill zones or situations where shallow flooding occurs at low velocity of flow, the following criteria apply:

- depth of flood water (generally, 1 m or less);
- velocity of flow (generally, 1 m/second or less); and
- site conditions (emergency access to flood-proofed structures, protection of utilities and services).

Two sites in Mississauga satisfy Provincial Government criteria for designation as Special Policy Areas; the sites are also designated as Special Policy Areas by the TRCA. The site at the intersection of Dundas Street East and Etobicoke Creek is situated within the floodplain of Etobicoke Creek. Most of the lands have been developed for industrial and commercial uses and are designated General Retail Commercial and Business Employment. Potential exists for some infill and development. The site east of Dixie Road and north of Dundas Street East represents a spill zone associated with the Regional Storm floodplain overtopping the south bank of Little Etobicoke Creek. There are mixed industrial and commercial uses east of Dixie Road.

## F. CREDITS

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

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

6-11	Erosion in Cooksville Creek South of King Street East	Lisa Maruska (City of Mississauga)
6-12	A View of Lake Ontario from Jack Darling Park	Joanne Foote (City of Mississauga)
6-13	Streetsville Cemetery	Diana Rusnov (City of Mississauga)
6-14	Lake Aquitaine	Andre Benrubi
6-15	Forest in Riverwood Park	Eva Kliwer (City of Mississauga)
6-16	Shoreline of Lake Ontario in Lakeside Park	Eva Kliwer (City of Mississauga)
6-17	Bioswale in Parking Lot at Riverwood Park	Eva Kliwer (City of Mississauga)
6-18	St. Lawrence Starch Redevelopment	FRAM Building Corporation
6-19	Children Recycling	iStockphoto
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6-21	Aircraft Noise Warning Sign	Dan Magee (City of Mississauga)
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6-24	Freight Train Near Shallowater Texas	<a href="http://www.panoramio.com/photo/20701414">http://www.panoramio.com/photo/20701414</a>
7-1	Students Working in Computer Lab Senior Couple with Doctor Violinists in Mississauga Symphony Orchestra  Starting Line of Mississauga Marathon	iStockphoto iStockphoto <a href="http://media.mmgcommunity.topscms.com/images/ed/c8/ab45a13a4386a21bae12b39374c7.jpeg">http://media.mmgcommunity.topscms.com/images/ed/c8/ab45a13a4386a21bae12b39374c7.jpeg</a> City of Mississauga
7-2	Children with Painted Faces Seniors Enjoying a Night Out Soccer Tournament at Streetsville Memorial Park	City of Mississauga (Office for Urbanism) Andre Benrubi Carol Cocomello (City of Mississauga)
7-3	Population Pyramid – 2009 and 2031	City of Mississauga, Corporate Services Department, Communications Division, Creative Services Section, 2009
7-4	Fire Truck Interior of Central Library	City of Mississauga City of Mississauga
7-5	Family Skate at Hershey Centre Aquatfit Class at Erin Meadows Community Centre	City of Mississauga City of Mississauga
7-6	Bradley Museum with Sunflowers	Museums of Mississauga
7-7	Meadowvale Village	Paula Wubbenhorst (City of Mississauga)
7-8	Plate from Cherry Hill Collection	Museums of Mississauga
7-9	Living Arts Centre at Night	City of Mississauga
7-10	Public Art at the Credit Valley Hospital	Kristie Webb (City of Mississauga)
7-11	Dancing Children in the Civic Square East of the Central Library	Claudio Cugliari
7-12	Map - Waterfront Communities	City of Mississauga, Transportation and Works Department, Business Services Division, Geomatics
7-13	Aerial View of Public Square in Port Credit	City of Mississauga

7-14	Lakefront Promenade	City of Mississauga
7-15	Students in Garden	EcoSource
8-1	Cyclists on The Thomas John Dale Bridge, Confederation Parkway	Mississauga Cycling Advisory Committee, 2008
8-2	Conceptual Design of Hurontario Street with Light Rapid Transit	City of Mississauga, Downtown21 Master Plan, 2009 (Glating Jackson Kercher Anglin)
8-3	Conceptual Drawing of Rights-of-way Widths in Relation to Dedicated Space for Transportation Modes	Norbert Orzel/Qamar Khan (City of Mississauga)
8-4	Concept Drawing – Bus Rapid Transit Station	City of Mississauga, Bus Rapid Transit Study, Preliminary Design Report, 2009 (McCormick Rankin Corporation)
8-5	Mississauga Transit Terminal	City of Mississauga
8-6	Bicyclist Using Racks on Mississauga Transit Buses	William Lee (City of Mississauga)
8-7	Parking Garage in Downtown Burlington, Ontario	Dan McFadyen (City of Mississauga)
8-8	High Occupancy Vehicle Lanes on Hwy 403	<a href="http://www.mto.gov.on.ca/">http://www.mto.gov.on.ca/</a>
8-9	GO Bus Station in the Downtown Core	City of Mississauga (Office for Urbanism)
8-10	Truck Traffic on Hwy 401 Off Ramp at Hurontario Street	Mel Kayama (City of Mississauga)
8-11	GO Train	Sharon Mittmann (City of Mississauga)
8-12	United Emirates Plane at Toronto – Lester B. Pearson International Airport	Greater Toronto Airports Authority
9-1	Conceptual Design of Future Cooksville Four Corners	Cities of Mississauga and Brampton, Hurontario Main Street Study – Directions Report, 2009 (Via Architects/MMM Group)
9-2	Sketch – Buildings Framing Street	City of Mississauga (Office for Urbanism)
9-3	Man Walking in Cooksville	Cities of Mississauga and Brampton, Hurontario Main Street Study – Directions Report, 2009 (MMM Group)
9-4	Skyline of Mississauga’s Downtown Core	Adishesan Shankar
9-5	Sketch – Sustainable Development Pattern	Michael Karowich (City of Mississauga)
9-6	Hurontario Street and Eglinton Avenue Phased Intensification Visualizations	Cities of Mississauga and Brampton, Hurontario Main Street Study – Visualizations, 2009 (Keith Cutten - Via Architecture)
9-7	Existing Built Form and Conceptual Intensification in Cooksville	Cities of Mississauga and Brampton, Hurontario Main Street Study – Proof of Concept Work, 2009 (Via Architecture)
9-8	Sketch – Appropriate Heights in Relation to Right-of-Way Widths	City of Mississauga (Office for Urbanism)
9-9	Sketch – Compatible Heights	City of Mississauga (Office for Urbanism)
9-10	Detached Dwellings in Mineola Townhouse Development Detached Dwelling	Sharon Mittmann (City of Mississauga) City of Mississauga City of Mississauga
9-11	Kariya Park	City of Mississauga
9-12	Chappell Estate	Paula Wubbenhorst (City of Mississauga)

9-13	Streetsville United Church	Emily Irvine (City of Mississauga)
9-14	Middle Road Bridge over Etobicoke Creek	City of Mississauga
9-15	Clarkson Village	Edward Nicolucci (City of Mississauga)
9-16	Sketch - Future Mainstreet	City of Mississauga, Downtown21 Master Plan, 2009 (Glattig Jackson Kercher Anglin)
9-17	Aerial Sketch – Future Downtown Core	City of Mississauga, Downtown21 Master Plan, 2009 (Glattig Jackson Kercher Anglin)
9-18	Map - Lakeshore Road East Between Credit River and Seneca Avenue	City of Mississauga, Transportation and Works Department, Business Services Division, Geomatics
9-19	Civic Centre Gardens	Joanne Foote (City of Mississauga)
9-20	View to Lake Ontario Through the FRAM Development	City of Mississauga (Brook McIlroy Inc./Pace Architects)
9-21	Sketch - Preserving Views	Michael Karowich (City of Mississauga)
9-22	The Carlo Fidani Cancer Centre at Credit Valley Hospital Saviour of the World Chinese Church	Kristie Webb (City of Mississauga) Young & Wright Architect Inc. Company - 2005 Mississauga Urban Design Awards Submission
9-23	The Crown Fountain in Millennium Park, Chicago	Sue Ann Laking
9-24	The Wave Park in Port Credit	City of Mississauga (Office for Urbanism)
9-25	Conceptual Drawing of Future Dundas Street	City of Mississauga (Sweeny Sterling Finlayson & Co Architects Inc).
9-26	Bicycle Parking at Research in Motion in Airport Corporate Centre	John Sakala (City of Mississauga)
9-27	Disabled Seniors and Youth Sharing Walkway	City of Mississauga (Office for Urbanism)
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9-31	Sketch - The Effect of Height and Massing on Sunlight in the Public Realm	Sharon Mittmann (City of Mississauga)
9-32	Netsuite Building in Airport Corporate Centre	City of Mississauga
9-33	Permeable Paving at Dominican University in River Forest, Illinois	Sue Ann Laking
9-34	Bioretention Features in Parking Lot at Riverwood Park	Eva Kliwer (City of Mississauga)
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9-36	Hazel McCallion Academic Learning Centre at the University of Toronto Mississauga	University of Toronto Mississauga
9-37	Live Work Units along Lakeshore Road East in Port Credit	Dan Magee (City of Mississauga)
9-38	Green Roof	Lawrence Franklin (City of Mississauga)

9-39	Couple Walking in Downtown Streetsville	Sharon Mittmann (City of Mississauga)
9-40	Concept Drawing - Future Mainstreet Area	City of Mississauga, Transportation and Works Department, Business Services Division, Geomatics
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10-1	Robert Speck Parkway Business Area Hewlett-Packard Building Airport Terminal 3	City of Mississauga City of Mississauga <a href="http://www.som.com/resources/category/5/0/3/8/9/3/images/001_21583812.jpg">http://www.som.com/resources/category/5/0/3/8/9/3/images/001_21583812.jpg</a>
10-2	People Walking	City of Mississauga (Office for Urbanism)
10-3	Map - Partners in Pearson Eco-Industrial Park Project	Toronto and Region Conservation
10-4	CIBC at 1 City Centre Drive	Adishesan Shankar (City of Mississauga)
10-5	Interior of a Warehouse and Distribution Centre	iStockphoto
10-6	Interior of Square One Shopping Centre	<a href="http://www.labelscar.com/canada/square-one-mississauga">http://www.labelscar.com/canada/square-one-mississauga</a>
10-7	University of Toronto Mississauga Campus	University of Toronto Mississauga
10-8	Lakeview Wastewater Treatment Facility	Region of Peel
10-9	Planes Landing in Sunset	©Masterfile
10-10	Hydro Tower	Dan Magee (City of Mississauga)
10-11	Wind Turbine at the Lisgar GO Station	Andre Benrubi
11-1	Flow Chart – Organization of Part 3 – Land Use Designations	City of Mississauga, Corporate Services Department, Communications Division, Creative Services Section, 2010
19-1	Presentation at City Council	Published with Permission of The Mississauga News
19-2	Aerial of Churchill Meadows Neighbourhood	City of Mississauga, Transportation and Works Department, Business Services Division, Geomatics
19-3	Group Reviewing Development Application	iStockPhoto
19-4	Design Review Panel	Sharon Mittmann (City of Mississauga)
19-5	Frank McKechnie Community Centre and Library	Daniel Magee (City of Mississauga)
19-6	Demolition of the Lakeview Generating Station	<a href="http://en.wikipedia.org/wiki/Lakeview_Generating_Station">http://en.wikipedia.org/wiki/Lakeview_Generating_Station</a>