

Public notice

Thursday, April 11, 2024

Notice of decision with respect to and Official Plan Amendment Section 17(35) of the Planning Act

A decision was made by the Regional Municipality of Peel on the above-noted date to approve Mississauga Official Plan Amendments 143, 144, 142, 146 Major Transit Station Area policies.

Purpose and Effect

The purpose of OPA 142 is to set out a new area-specific policy framework for Downtown Fairview, Cooksville and Hospital Protected Major Transit Station Areas (MTSA) along the Dundas Street Corridor.

The purpose of OPA 146 is to set out a new area-specific policy framework for all Protected MTSA lands located within the Downtown Fairview, Cooksville and Hospital Character Areas.

The purpose of OPA 143 is to introduce general policies applicable to all MTSA's on a City-wide basis, and address general planning considerations that pertain mainly to lower-tier responsibilities. Since OPA 143 is closely associated with the policies of OPA 144 which do require Regional approval, these policies accompanied the others for Regional approval.

The purpose of OPA 144 is to add policies pertaining to Protected MTSA's on a City-wide basis and to revise or add applicable schedules. OPA 144 delineates boundaries of Protected MTSA's, identifies authorized uses of lands within Protected MTSA's, minimum density, minimum Floor Space Index (FSI) and building height requirements, and provides policy direction guiding the development of Protected MTSA's, including the addition of a policy to allow for development applications requesting heights beyond those permitted in OPA 144 to be considered subject to criteria.

Effect of Written Submissions on Decision

Comments were received and considered throughout Peel Region's review of OPAs 142, 146, 143 and 144. Written and oral submissions made during the Region's review of these OPAs, as adopted, were considered by Regional Council.

Address for Filing a Notice of Appeal

Attention: Aretha Adams, Regional Clerk

Office of the Regional Clerk
Regional Municipality of Peel
10 Peel Centre Drive, 5th Flr, Ste. A

Brampton ON L6T 4B9

Email: regional.clerk@peelregion.ca (<mailto:regional.clerk@peelregion.ca>)

Additional Information

Information with respect to OPAs 142, 146, 143 and 144 and the decision is available for public inspection by appointment. For inquiries, please contact the Office of the Regional Clerk at regional.clerk@peelregion.ca (<mailto:regional.clerk@peelregion.ca>).

Appeal Information

The *Planning Act* directs that the approval of an application to amend an Official Plan under section 17(36.1.4) cannot be appealed with respect to a protected major transit station area that is identified in accordance with subsection 16(15) or (16).

An appeal of the approval of any other policy to the Ontario Land Tribunal (OLT) must be filed with the Region of Peel not later than 20 days from the **date of notice (April 18, 2024)**, as the “Last Date of Appeal” (May 8, 2024). The notice of the appeal should be sent to the attention of the Regional Clerk at the address shown below and it must:

1. Set out the reasons for the appeal,
2. Set out the specific part or parts of the proposed Official Plan Amendment to which the appeal applies, and
3. Be accompanied by the prescribed fee by the tribunal and as directed by the tribunal.

If the appellant intends to argue that the appealed decision is inconsistent with a policy statement issued under subsection 3(1), fails to conform with or conflicts with a provincial plan, or fails to conform with the Region of Peel Official Plan, the notice of appeal must also explain how the decision is inconsistent with, fails to conform with or conflicts with the other document.

Who Can File an Appeal

Only individuals, corporations or public bodies may appeal a decision of the municipality or planning board to the OLT. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf. No person or public body shall be added as a party to the hearing of the appeal unless, before the plan was adopted, the person or public body made oral submissions at a public meeting or written submissions to the council or, in the opinion of the OLT, there are reasonable grounds to add the person or public body as a party.

When the Decision is Final

The decision of The Regional Municipality of Peel is final with respect to the approval of policies protected under 17(36.1.4) of the Planning Act. For policies subject to appeal, the decision of The Regional Municipality of Peel is final if no notice of appeal received on or before the Last Date of Appeal.

Amendment No. 143
to
Mississauga Official Plan

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

- Section 1.1.4, How to Read Mississauga Official Plan, of Mississauga Official Plan, is hereby amended by adding the following:

qq. For lands within **Protected Major Transit Station Areas** as shown on Schedule 2: Intensification Areas, of this Plan:

- Part 2 City Wide Policies of this Plan are applicable to all **Major Transit Station Areas**;
- Other **Protected Major Transit Station Area** policies, in accordance with the *Planning Act*, are identified by a text box in this Plan;
- The **Major Transit Station Area** policies are to be read in conjunction with the other policies of this Plan. In the event of a conflict, the **Major Transit Station Area** policies and those identified as being **Protected Major Transit Station Area** policies elsewhere in the Plan will take precedence; and
- Land use designations and building heights for **Protected Major Transit Station Areas** are identified on the schedules of this Plan.

- Section 5.3, City Structure, of Mississauga Official Plan, is hereby amended by deleting Figure 5.5: Height, Density, and Population to Employment Ratio Requirements, and replacing with the following:

Location	Height*		Density Range (residents and jobs combined per gross hectare)	Population to Employment Ratio
	Minimum	Maximum		
Downtown	As specified for each PMTSA	As specified for each PMTSA	As specified for each PMTSA	1:1
Major Nodes **	2	25	200 to 300	2:1 to 1:2
Community Nodes **	2	4	100 to 200	2:1 to 1:2
Corporate Centres **	2 along Corridors	—	—	—
Neighbourhoods**		4	—	—
Employment Areas**	—	—	—	—
Intensification Corridors	As specified for each PMTSA	As specified for each PMTSA	As specified for each PMTSA	—
Corridors**	2 except in Employment Areas	As per City Structure element	—	—
Protected Major Transit Station Areas (PMTSAs)	As specified for each PMTSA	As specified for each PMTSA	As specified for each PMTSA	—
Designated Greenfield Area	—	—	minimum 50	—

* Character area policies may establish alternative heights
 ** Outside Protected Major Transit Station Areas (PMTSAs)

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

- Section 5.3.1, Downtown, of Mississauga Official Plan, is hereby amended by deleting Policy 5.3.1.4, and replacing with the following:

5.3.1.4 The Downtown will achieve a minimum gross density of residents and jobs combined per hectare as specified for each **Protected Major Transit Station Area**.

4. Section 5.3.1, Downtown, of Mississauga Official Plan, is hereby amended by deleting the words "residents or" from Policy 5.3.1.5.
5. Section 5.3.1, Downtown, of Mississauga Official Plan, is hereby amended by deleting the words "density and" from Policy 5.3.1.7.
6. Section 5.3.4, Corporate Centres, of Mississauga Official Plan, is hereby amended by deleting Policy 5.3.4.6 and renumbering Policies 5.3.4.7 to 5.3.4.10 as 5.3.4.6 to 5.3.4.9.
7. Section 5.3.6, Employment Areas, of Mississauga Official Plan, is hereby amended by deleting Policy 5.3.6.5 and renumbering Policies 5.3.6.6 to 5.3.6.8 as 5.3.6.5 to 5.3.6.7.
8. Section 5.3.6, Employment Areas, of Mississauga Official Plan, is hereby amended by deleting Policy 5.3.6.9, and renumbering Policy 5.3.6.10 as 5.3.6.8.
9. Section 5.4, Corridors, of Mississauga Official Plan, is hereby amended by deleting the "Except along **Intensification Corridors** and within **Major Transit Station Areas**," and adding "outside of **Protected Major Transit Station Areas**," after "Corridors," in the first sentence and "outside of **Protected Major Transit Station Areas**" after "Employment Areas" in Policy 5.4.8.
10. Section 5.4, Corridors, of Mississauga Official Plan, is hereby amended by deleting "a form of" and replacing with "within **Protected**" and adding "s" to "Area" in the first sentence, and by replacing "The" with "**Protected**" and adding "s" to "Area" in the second sentence in Policy 5.4.15.
11. Section 5.5, Intensification Areas, of Mississauga Official Plan, is hereby amended by deleting the words "**Intensification Corridors**" and adding "**Protected**" before "**Major Transit Station Areas**" in Policy 5.5.1.
12. Section 5.5, Intensification Areas, of Mississauga Official Plan, is hereby amended by deleting Policies 5.5.3, 5.5.13 and 5.5.16, and renumbering 5.5.4 to 5.5.12 as 5.5.3 to 5.5.11, renumbering 5.5.14 and 5.5.15 as 5.5.12 and 5.5.13, and renumbering 5.5.17 as 5.5.14.
13. Section 5.5, Intensification Areas, of Mississauga Official Plan, is hereby amended by deleting "Intensification Corridors" and adding the word "**Protected**" before "**Major Transit Station Areas**." in Policy 5.5.10 (existing).
14. Chapter 5, Direct Growth, of Mississauga Official Plan, is hereby amended by adding Section 5.7, Major Transit Station Areas as follows:

5.7 Major Transit Station Areas

Major Transit Station Areas are to be developed to accommodate future growth with a balance of residents and jobs through a diverse mix of land uses, housing options, tenures and affordability, employment, and amenities that support existing and planned transit and active transportation infrastructure. **Major Transit Station Areas** are generally areas within an approximate 500 to 800 metre radius of a transit station or stop, primarily along existing or planned transit corridors, representing about a 10-minute walk.

Each **Major Transit Station Area** is unique and will be planned based on its local context, growth potential and limitations to determine appropriate densities and **transit-supportive** development. Not all stations or sites will achieve the same mix of land uses or intensity of development. Some will absorb higher density development with a broader range of uses, building types and massing, while others may experience modest growth due to limited development opportunities. There will be station areas that may not be able to achieve the requirements of **transit-supportive** development in the short-term but are planned for future **transit-supportive** densities, uses, and active transportation connections.

Major Transit Station Areas may include one or more City Structure elements defined in this Plan within its boundaries. The **Major Transit Station Area** policies will be in addition to established Character Area policies of this Plan.

The following policies implement a framework to facilitate **transit-supportive** development in **Major Transit Station Areas** across the City. They include policies for authorized uses of land, buildings and structures, building heights and densities in accordance with the *Planning Act*. Additional policies may be developed for each **Major Transit Station Area**, and included in other sections of this Plan; they will be determined through City-initiated studies.

The boundaries of individual **Major Transit Station Areas**, associated densities, number of residents and jobs combined per hectare, land uses, and building heights, referenced in Table 5-2: Protected Major Transit Station Areas, and in the schedules of this Plan, will achieve the **Major Transit Station Areas** minimum density targets in the Region of Peel Official Plan.

5.7.1 General

5.7.1.1 The following policies are to be read in conjunction with all other policies of this Plan. In the event of a conflict, the policies in this Section, and those identified in Character Areas and Local Area Plans as being in accordance with the *Planning Act* will take precedence.

*Note: Sections 5.7.1.2, 5.7.1.3 and 5.7.1.4 see MOPA No. 144

5.7.1.5 Where a City-initiated comprehensive planning study is required for a **Protected Major Transit Station Area**, the study will set out, among other matters, policies to support:

- a. an appropriate mix of land uses and amenities that foster vibrant, **transit-supportive** neighbourhoods;
- b. development to accommodate growth that respects the character and scale of the surrounding community;
- c. improved access and connectivity to transit stations and stops;
- d. an interconnected and multi-modal street network that encourages walking, cycling and the use of transit;
- e. high quality public realm improvements;
- f. land use compatibility and the separation or mitigation of impacts on sensitive land uses; and
- g. protection of lands that may be required for future enhancement or expansion of

transit infrastructure.

5.7.1.6 Inclusionary zoning will apply to specific **Protected Major Transit Station Areas** to increase housing affordability.

5.7.1.7 Partnerships will be explored with the Region of Peel and non-profit housing organizations to provide housing with deeper affordability to lower income households.

*Note: Section 5.7.2 to 5.7.4 see Mississauga Official Plan Amendment No. 144

5.7.5 Compatibility

5.7.5.1 Development will:

- a. be compatible with surrounding uses;
- b. mitigate impacts to and not interfere with existing or future operations of adjacent uses in Employment Areas; and
- c. employ appropriate mitigation and compatibility measures as identified and secured through the development application process.

5.7.5.2 Sensitive land uses, including residential uses, proposed outside of and adjacent to or near to Employment Areas, lands designated Industrial or Business Employment, or within the influence area of major employment facilities will need to demonstrate, to the satisfaction of the City, that:

- a. the use is appropriate in accordance with the policies of this Plan and subject to land use compatibility assessments, which may require a third party peer review to be conducted on behalf of the City at the applicant's expense;
- b. the recommended mitigation measures will contribute to an appropriate living environment and not pose a financial burden to future residents; and
- c. the use would not adversely affect the overall viability of employment lands and facilities.

5.7.6 Urban Design

5.7.6.1 In addition to the Urban Form policies in Chapter 9 of this Plan, additional policies, built form standards and guidelines may be developed, and determined through future planning studies and Local Area Plan reviews.

5.7.6.2 Development will:

- a. minimize surface parking;
- b. ensure that where structured parking is proposed, other uses such as residential and non-residential are incorporated, along the periphery of the structure at ground level; and
- c. provide a high standard of public and private realm **streetscape** design that is coordinated and comprehensive, which may include street furniture, public art, building forecourts, open space, transit shelters, bicycle parking, tree planting, and the sensitive placement of utilities with consideration for the public and private realm.

5.7.7 Connectivity

5.7.7.1 The existing transportation network will be strengthened and expanded with new roads and streets, pedestrian and mid-block connections, and multi-modal access to **higher order transit** stations and stops.

5.7.7.2 Development will contribute to an interconnected street pattern that is multi-modal, and encourages walking, cycling and the use of transit.

5.7.7.3 Pedestrian and cycling routes will be prioritized and located to ensure safe, seamless, unobstructed and efficient access.

5.7.8 Community Infrastructure, Parks and Open Spaces

5.7.8.1 Development shall protect, enhance and expand the City's network of public parks and open spaces, based on applicable City plans, to support population and employment growth. A phasing plan or strategy may be required for the expansion of the parks and open space network as part of the development application process.

5.7.8.2 City-owned playgrounds will generally be required within 400 metres of new development, unimpeded by major pedestrian barriers. Development will dedicate lands to the City for the purposes of a playground at the discretion of the City.

5.7.8.3 New or expanded community infrastructure, parks, and open spaces will be provided to meet the anticipated community needs resulting from development.

5.7.8.4 The delivery of community infrastructure, parks, and open spaces will be identified through the development application process and City-initiated studies.

5.7.9 Development Servicing

5.7.9.1 Development will be phased to ensure appropriate transportation and municipal servicing infrastructure along with community services and facilities are available to service development. Development is to progress in a financially responsible and environmentally sustainable manner and cannot proceed until infrastructure services such as water, wastewater, and transportation are available. An evaluation or study may be required to demonstrate that there is sufficient infrastructure and servicing capacity for a **Major Transit Station Area** and if there isn't sufficient capacity, a servicing strategy shall be completed to the satisfaction of the Region of Peel.

5.7.10 Planned Major Transit Station Areas

Planned **Major Transit Station Areas** do not have delineated boundaries or minimum density targets.

5.7.10.1 Planned **Major Transit Station Areas** are shown on Schedule 2: Intensification Areas.

5.7.10.2 Until such time as Planned **Major Transit Station Areas** are delineated, the existing City Structure and Character Area policies of this Plan will continue to apply.

15. Section 8.3.2, Transit Design, of Mississauga Official Plan, is hereby amended by deleting Policy 8.3.2.2.

16. Section 8.6, Mobility Hub, of Mississauga Official Plan, is hereby amended by deleting the words "concentrated around a **Major Transit Station Area**" in the first paragraph.

17. Section 8.6, Mobility Hub, of Mississauga Official Plan, is hereby amended by deleting the words "and **Major Transit Station Areas**" in Policy 8.6.4.

18. Section 10.1, Introduction, of Mississauga Official Plan, is hereby amended by deleting the words “**Major Transit Station Areas**” in Policy 10.1.8.
19. Section 15.1, Introduction, of Mississauga Official Plan, is hereby amended by deleting the words “or within a **Major Transit Station Area**” in Policy 15.1.1.2 and replacing with “outside a **Protected Major Transit Station Area**”.
20. Section 15.3, Gateway Corporate, of Mississauga Official Plan, is hereby amended by deleting the words “particularly at Major Transit Station Areas” in Policy 15.3.1.2.b.
21. Section 15.3, Gateway Corporate, of Mississauga Official Plan, is hereby amended by deleting “the intersection” after “prominence at”, and adding “intersections along” after “intersection”, and deleting “of” before “Hurontario Street”, and deleting “and **Major Transit Station Areas**” after “Hurontario Street” in Policy 15.3.1.2.r.
22. Section 15.3, Gateway Corporate, of Mississauga Official Plan, is hereby amended by deleting the words “at Major Transit Station Areas” in Policy 15.3.2.4.d.
23. Section 15.3, Gateway Corporate, of Mississauga Official Plan, is hereby amended by deleting the words “within Major Transit Station Areas” in Policy 15.3.2.4.e.
24. Section 17.1, Introduction, of Mississauga Official Plan, is hereby amended by deleting the words “except along **Intensification Corridors** and within **Major Transit Station Areas**” in Policy 17.1.1.1.
25. Section 17.1, Introduction, of Mississauga Official Plan, is hereby amended by adding the word “**Protected**” before “**Major Transit Station Areas**” in Policy 17.1.5.2.
26. Chapter 20, Glossary, of Mississauga Official Plan, is hereby amended by deleting the MAJOR TRANSIT STATION AREA definition and replacing with the following:

means the area including and around any existing or planned **higher order transit** station or stop, or the area including and around a major bus depot, generally defined as the area within an approximate 500 to 800 metre radius of a transit station or stop, representing about a 10-minute walk. All delineated Major Transit Station Areas are **Protected Major Transit Station Areas** in this Plan and subject to Regional approval.

27. Chapter 20, Glossary, of Mississauga Official Plan, is hereby amended by adding the following:

PROTECTED MAJOR TRANSIT STATION AREA

means a **Major Transit Station Area**, that has been identified in the Region of Peel Official Plan as a protected major transit station area in accordance with subsection 16(16) of the Planning Act, with a delineated area boundary, and is subject to municipal official plan policies that identify: the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area; the authorized uses of land and of buildings or structures on lands in the area; and the minimum densities that are authorized with respect to buildings and structures on lands in the area. All **Major Transit Station Areas** delineated in the Region of Peel Official Plan and in this Plan are Protected Major Transit Station Areas.

TRANSIT-SUPPORTIVE

means development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. Transit-supportive development will be consistent with Ontario's Transit Supportive Guidelines.

28. Mississauga Official Plan, is hereby amended by deleting the words "transit supportive" throughout the Official Plan and replacing with "***transit-supportive***".



MISSISSAUGA

Notice of Passing of an Official Plan Amendment (OPA 143 & OPA 144)

City-Initiated By-laws affecting lands located city-wide within the City of Mississauga, primarily focused along higher order transit corridors such as Hurontario Street, Dundas Street, Lakeshore Road East, Highway 403, Highway 407, and the Milton, Kitchener and Lakeshore West GO rail lines. It includes various Character Areas including Downtown, Major Nodes, Community Nodes, Corporate Centres, Neighbourhoods, Employment Areas, and the University of Toronto Mississauga Special Purpose Area.

Date of Decision: August 10, 2022

Date of Notice: August 18, 2022

TAKE NOTICE that on August 10, 2022, the Council of the Corporation of the City of Mississauga passed By-laws 0214-2022 and 0215-2022, to amend the Official Plan, under Sections 17 or 21 of the Planning Act, R.S.O., 1990, c.P.13 as amended. Council has considered the written and oral submissions from the public on this matter.

THE PURPOSE AND EFFECT of Official Plan Amendment No. 143 is to add or update policies pertaining to Major Transit Station Areas and to add or revise definitions.

THE PURPOSE AND EFFECT of Official Plan Amendment No. 144 is to add policies pertaining to Major Transit Station Areas across the city and to revise or add applicable schedules.

REGIONAL APPROVAL

The approval of Amendments 143 and 144 to Mississauga Official Plan is required from the Regional Municipality of Peel, being the approval authority of Mississauga Official Plan and amendments with regards to protected major transit station area policies.

MAILING ADDRESS TO REQUEST TO BE NOTIFIED OF THE DECISION

Regional Clerk – Aretha Adams
Region of Peel
10 Peel Centre Drive, Suite A
Brampton, Ontario
L6T 4B9

Any person or public body will be entitled to receive notice of the decision of the approval authority if a written request to be notified of the decision (including the person's or public body's address, fax number or email address) is made to the approval authority.

MORE INFORMATION: A copy of the Official Plan Amendment in its entirety can be found at www.mississauga.ca/portal/cityhall/publicnotices, or from **Bashar Al-Hussaini** of the City of Mississauga, Planning and Building Department at (905) 615-3200 X5177.

City of Mississauga
Office of the City Clerk,
300 City Centre Drive, 2nd Floor,
Mississauga ON L5B 3C1



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0214-2022

A by-law to Adopt Mississauga Official Plan Amendment No. 143

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel ("Region" or "Regional"), an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments, and that Mississauga Official Plan Amendment 143 does not meet the criteria to be exempt, and therefore will require Regional approval;

AND WHEREAS, in accordance with the provisions of subsection 16(16) of the *Planning Act*, as amended, the official plan of an upper-tier municipality may require official plans of the lower-tier municipality to include policies with respect to protected major transit station area;

AND WHEREAS, in the event of a conflict between the policies of the Region of Peel Official Plan as adopted by-law 20-2022 and approved by the Ministry of Municipal Affairs and Housing, and the Mississauga Official Plan, the Region of Peel Official Plan policies will prevail to the extent of any conflict but in all other respects the Mississauga Official Plan will remain in place;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding policies for lands within defined Major Transit Station Areas, and schedules to reflect the boundaries, land use designations and building height requirements for those lands.

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The document attached hereto, constituting Amendment No. 143 to Mississauga Official Plan, is hereby adopted; and
2. That the Clerk is hereby directed to submit Amendment No. 143 to the Mississauga Official Plan to the Regional Municipality of Peel for approval.

ENACTED and PASSED this 10th day of August, 2022.

Approved by Legal Services City Solicitor City of Mississauga
MEM
Michal E. Minkowski
Date: August 3, 2022
File: LA.07-CIT

Bonnie Crombie
MAYOR

WTF Rustin
CLERK

Amendment No. 143
to
Mississauga Official Plan

By-law No. 0214-2022

A by-law to Adopt Mississauga Official Plan Amendment No. 143

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel ("Region" or "Regional"), an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments, and that Mississauga Official Plan Amendment 143 does not meet the criteria to be exempt, and therefore will require Regional approval;

AND WHEREAS, in accordance with the provisions of subsection 16(16) of the *Planning Act*, as amended, the official plan of an upper-tier municipality may require official plans of the lower-tier municipality to include policies with respect to protected major transit station area;

AND WHEREAS, in the event of a conflict between the policies of the Region of Peel Official Plan as adopted by-law 20-2022 and approved by the Ministry of Municipal Affairs and Housing, and the Mississauga Official Plan, the Region of Peel Official Plan policies will prevail to the extent of any conflict but in all other respects the Mississauga Official Plan will remain in place;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding policies for lands within defined Major Transit Station Areas, and schedules to reflect the boundaries, land use designations and building height requirements for those lands.

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The document attached hereto, constituting Amendment No. 143 to Mississauga Official Plan, is hereby adopted; and

2. That the Clerk is hereby directed to submit Amendment No. 143 to the Mississauga Official Plan to the Regional Municipality of Peel for approval.

ENACTED and PASSED this 10th day of August, 2022.

Signed Bonnie Crombie
MAYOR

Signed W. F. Wilson
CLERK

Amendment No. 143
to
Mississauga Official Plan

The following text attached constitutes Amendment No. 143.

Also attached but not constituting part of the Amendment are Appendices I, II and III.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated July 15, 2022, pertaining to this Amendment.

Appendix III is a copy of the Planning and Building Department report dated April, 14, 2022, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to add or update policies pertaining to Major Transit Station Areas and to add or revise definitions.

LOCATION

The lands affected by this Amendment are located city-wide, primarily focused along higher order transit corridors such as Hurontario Street, Dundas Street, Lakeshore Road East, Highway 403, Highway 407, and the Milton, Kitchener and Lakeshore West GO rail lines. It includes various Character Areas including Downtown, Major Nodes, Community Nodes, Corporate Centres, Neighbourhoods, Employment Areas, and the University of Toronto Mississauga Special Purpose Area.

BASIS

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Ontario Land Tribunal.

The amendments to the general policies are required to conform to the Region of Peel Official Plan. They will provide policies that guide development in identified Major Transit Station Areas to achieve a mix of uses with a range of housing options, retail and employment, and amenities for a complete community.

The proposed Amendment represents good planning and should be approved to ensure that clear and concise policies are in the Plan to guide future development in line with Provincial and Regional planning policies and direction for Major Transit Station Areas.

Notes included throughout this Amendment are for information purposes only and do not form part of this Amendment.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 1.1.4, How to Read Mississauga Official Plan, of Mississauga Official Plan, is hereby amended by adding the following:

qq. For lands within **Protected Major Transit Station Areas** as shown on Schedule 2: Intensification Areas, of this Plan:

- Part 2 City Wide Policies of this Plan are applicable to all **Major Transit Station Areas**;
- Other **Protected Major Transit Station Area** policies, in accordance with the *Planning Act*, are identified by a text box in this Plan;
- The **Major Transit Station Area** policies are to be read in conjunction with the other policies of this Plan. In the event of a conflict, the **Major Transit Station Area** policies and those identified as being **Protected Major Transit Station Area** policies elsewhere in the Plan will take precedence; and
- Land use designations and building heights for **Protected Major Transit Station Areas** are identified on the schedules of this Plan.

2. Section 5.3, City Structure, of Mississauga Official Plan, is hereby amended by deleting Figure 5.5: Height, Density, and Population to Employment Ratio Requirements, and replacing with the following:

Location	Height*		Density Range (residents and jobs combined per gross hectare)	Population to Employment Ratio
	Minimum	Maximum		
Downtown	As specified for each PMTSA	As specified for each PMTSA	As specified for each PMTSA	1:1
Major Nodes **	2	25	200 to 300	2:1 to 1:2
Community Nodes **	2	4	100 to 200	2:1 to 1:2
Corporate Centres **	2 along Corridors	—	—	—
Neighbourhoods**		4	—	—
Employment Areas**	—	—	—	—
Intensification Corridors	As specified for each PMTSA	As specified for each PMTSA	As specified for each PMTSA	—
Corridors**	2 except in Employment Areas	As per City Structure element	—	—
Protected Major Transit Station Areas (PMTSAs)	As specified for each PMTSA	As specified for each PMTSA	As specified for each PMTSA	—
Designated Greenfield Area	—	—	minimum 50	—

* Character area policies may establish alternative heights

** Outside Protected Major Transit Station Areas (PMTSAs)

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

3. Section 5.3.1, Downtown, of Mississauga Official Plan, is hereby amended by deleting Policy 5.3.1.4, and replacing with the following:
5.3.1.4 The Downtown will achieve a minimum gross density of residents and jobs combined per hectare as specified for each **Protected Major Transit Station Area**.
4. Section 5.3.1, Downtown, of Mississauga Official Plan, is hereby amended by deleting the words "residents or" from Policy 5.3.1.5.
5. Section 5.3.1, Downtown, of Mississauga Official Plan, is hereby amended by deleting the words "density and" from Policy 5.3.1.7.
6. Section 5.3.4, Corporate Centres, of Mississauga Official Plan, is hereby amended by adding "outside of a **Protected Major Transit Station Area**" after "within Corporate Centres" in Policy 5.3.4.6.
7. Section 5.3.6, Employment Areas, of Mississauga Official Plan, is hereby amended by adding the words "outside of **Protected Major Transit Station Areas**" after "Conversion of lands within Employment Areas," in Policy 5.3.6.5.
8. Section 5.3.6, Employment Areas, of Mississauga Official Plan, is hereby amended by deleting Policy 5.3.6.9, and renumbering Policy 5.3.6.10 as 5.3.6.9.
9. Section 5.4, Corridors, of Mississauga Official Plan, is hereby amended by deleting the "Except along **Intensification Corridors** and within **Major Transit Station Areas**," and adding "outside of **Protected Major Transit Station Areas**," after "Corridors," in the first sentence and "outside of **Protected Major Transit Station Areas**" after "Employment Areas" in Policy 5.4.8.
10. Section 5.4, Corridors, of Mississauga Official Plan, is hereby amended by deleting "a form of" and replacing with "within **Protected**" and adding "s" to "Area" in the first sentence, and by replacing "The" with "**Protected**" and adding "s" to "Area" in the second sentence in Policy 5.4.15.
11. Section 5.5, Intensification Areas, of Mississauga Official Plan, is hereby amended by deleting the words "**Intensification Corridors**" and adding "**Protected**" before "**Major Transit Station Areas**" in Policy 5.5.1.
12. Section 5.5, Intensification Areas, of Mississauga Official Plan, is hereby amended by deleting Policies 5.5.3, 5.5.13 and 5.5.16, and renumbering 5.5.4 to 5.5.12 as 5.5.3 to 5.5.11, renumbering 5.5.14 and 5.5.15 as 5.5.12 and 5.5.13, and renumbering 5.5.17 as 5.5.14.
13. Section 5.5, Intensification Areas, of Mississauga Official Plan, is hereby amended by deleting "Intensification Corridors" and adding the word "**Protected**" before "**Major Transit Station Areas**." in Policy 5.5.10 (existing).

14. Chapter 5, Direct Growth, of Mississauga Official Plan, is hereby amended by adding Section 5.7, Major Transit Station Areas as follows:

5.7 Major Transit Station Areas

Major Transit Station Areas are to be developed to accommodate future growth with a balance of residents and jobs through a diverse mix of land uses, housing options, tenures and affordability, employment, and amenities that support existing and planned transit and active transportation infrastructure. **Major Transit Station Areas** are generally areas within an approximate 500 to 800 metre radius of a transit station or stop, primarily along existing or planned transit corridors, representing about a 10-minute walk.

Each **Major Transit Station Area** is unique and will be planned based on its local context, growth potential and limitations to determine appropriate densities and **transit-supportive** development. Not all stations or sites will achieve the same mix of land uses or intensity of development. Some will absorb higher density development with a broader range of uses, building types and massing, while others may experience modest growth due to limited development opportunities. There will be station areas that may not be able to achieve the requirements of **transit-supportive** development in the short-term but are planned for future **transit-supportive** densities, uses, and active transportation connections.

Major Transit Station Areas may include one or more City Structure elements defined in this Plan within its boundaries. The **Major Transit Station Area** policies will be in addition to established Character Area policies of this Plan.

The following policies implement a framework to facilitate **transit-supportive** development in **Major Transit Station Areas** across the City. They include policies for authorized uses of land, buildings and structures, building heights and densities in accordance with the *Planning Act*. Additional policies may be developed for each **Major Transit Station Area**, and included in other sections of this Plan; they will be determined through City-initiated studies.

The boundaries of individual **Major Transit Station Areas**, associated densities, number of residents and jobs combined per hectare, land uses, and building heights, referenced in Table 5-2: Protected Major Transit Station Areas, and in the schedules of this Plan, will achieve the **Major Transit Station Areas** minimum density targets in the Region of Peel Official Plan.

5.7.1 General

5.7.1.1 The following policies are to be read in conjunction with all other policies of this Plan. In the event of a conflict, the policies in this Section, and those identified in Character Areas and Local Area Plans as being in accordance with the *Planning Act* will take precedence.

*Note: Sections 5.7.1.2, 5.7.1.3 and 5.7.1.4 see MOPA No. 144

5.7.1.5 Where a City-initiated comprehensive planning study is required for a **Protected Major Transit Station Area**, the study will set out, among other matters, policies to support:

- a. an appropriate mix of land uses and amenities that foster vibrant, **transit-supportive** neighbourhoods;
- b. development to accommodate growth that respects the character and scale of the surrounding community;
- c. improved access and connectivity to transit stations and stops;
- d. an interconnected and multi-modal street network that encourages walking, cycling and the use of transit;
- e. high quality public realm improvements;
- f. land use compatibility and the separation or mitigation of impacts on sensitive land uses; and
- g. protection of lands that may be required for future enhancement or expansion of transit infrastructure.

5.7.1.6 Inclusionary zoning will apply to specific **Protected Major Transit Station Areas** to increase housing affordability.

5.7.1.7 Partnerships will be explored with the Region of Peel and non-profit housing organizations to provide housing with deeper affordability to lower income households.

*Note: Section 5.7.2 to 5.7.4 see Mississauga Official Plan Amendment No. 144

5.7.5 Compatibility

5.7.5.1 Development will:

- a. be compatible with surrounding uses;
- b. mitigate impacts to and not interfere with existing or future operations of adjacent uses in Employment Areas; and
- c. employ appropriate mitigation and compatibility measures as identified and secured through the development application process.

5.7.5.2 Sensitive land uses, including residential uses, proposed outside of and adjacent to or near to Employment Areas, lands designated Industrial or Business Employment, or within the influence area of major employment facilities will need to demonstrate, to the satisfaction of the City, that:

- a. the use is appropriate in accordance with the policies of this Plan and subject to land use compatibility assessments, which may require a third party peer review to be conducted on behalf of the City at the applicant's expense;

- b. the recommended mitigation measures will contribute to an appropriate living environment and not pose a financial burden to future residents; and
- c. the use would not adversely affect the overall viability of employment lands and facilities.

5.7.6 Urban Design

5.7.6.1 In addition to the Urban Form policies in Chapter 9 of this Plan, additional policies, built form standards and guidelines may be developed, and determined through future planning studies and Local Area Plan reviews.

5.7.6.2 Development will:

- a. minimize surface parking;
- b. ensure that where structured parking is proposed, other uses such as residential and non-residential are incorporated, along the periphery of the structure at ground level; and
- c. provide a high standard of public and private realm **streetscape** design that is coordinated and comprehensive, which may include street furniture, public art, building forecourts, open space, transit shelters, bicycle parking, tree planting, and the sensitive placement of utilities with consideration for the public and private realm.

5.7.7 Connectivity

5.7.7.1 The existing transportation network will be strengthened and expanded with new roads and streets, pedestrian and mid-block connections, and multi-modal access to **higher order transit** stations and stops.

5.7.7.2 Development will contribute to an interconnected street pattern that is multi-modal, and encourages walking, cycling and the use of transit.

5.7.7.3 Pedestrian and cycling routes will be prioritized and located to ensure safe, seamless, unobstructed and efficient access.

5.7.8 Community Infrastructure, Parks and Open Spaces

5.7.8.1 Development shall protect, enhance and expand the City's network of public parks and open spaces, based on applicable City plans, to support population and employment growth. A phasing plan or strategy may be required for the expansion of the parks and open space network as part of the development application process.

5.7.8.2 City-owned playgrounds will generally be required within 400 metres of new development, unimpeded by major pedestrian barriers. Development will dedicate lands to the City for the purposes of a playground at the discretion of the City.

5.7.8.3 New or expanded community infrastructure, parks, and open spaces will be provided to meet the anticipated community needs resulting from development.

5.7.8.4 The delivery of community infrastructure, parks, and open spaces will be identified through the development application process and City-initiated studies.

5.7.9 Development Servicing

5.7.9.1 Development will be phased to ensure appropriate transportation and municipal servicing infrastructure along with community services and facilities are available to service development. Development is to progress in a financially responsible and environmentally sustainable manner and cannot proceed until infrastructure services such as water, wastewater, and transportation are available. An evaluation or study may be required to demonstrate that there is sufficient infrastructure and servicing capacity for a **Major Transit Station Area** and if there isn't sufficient capacity, a servicing strategy shall be completed to the satisfaction of the Region of Peel.

5.7.10 Planned Major Transit Station Areas

Planned **Major Transit Station Areas** do not have delineated boundaries or minimum density targets.

5.7.10.1 Planned **Major Transit Station Areas** are shown on Schedule 2: Intensification Areas.

5.7.10.2 Until such time as Planned **Major Transit Station Areas** are delineated, the existing City Structure and Character Area policies of this Plan will continue to apply.

15. Section 8.3.2, Transit Design, of Mississauga Official Plan, is hereby amended by deleting Policy 8.3.2.2.
16. Section 8.6, Mobility Hub, of Mississauga Official Plan, is hereby amended by deleting the words “concentrated around a **Major Transit Station Area**” in the first paragraph.
17. Section 8.6, Mobility Hub, of Mississauga Official Plan, is hereby amended by deleting the words “and **Major Transit Station Areas**” in Policy 8.6.4.
18. Section 10.1, Introduction, of Mississauga Official Plan, is hereby amended by deleting the words “**Major Transit Station Areas**” in Policy 10.1.8.
19. Section 15.1, Introduction, of Mississauga Official Plan, is hereby amended by deleting the words “or within a **Major Transit Station Area**” in Policy 15.1.1.2 and replacing with “outside a **Protected Major Transit Station Area**”.
20. Section 15.3, Gateway Corporate, of Mississauga Official Plan, is hereby amended by deleting the words “particularly at Major Transit Station Areas” in Policy 15.3.1.2.b.
21. Section 15.3, Gateway Corporate, of Mississauga Official Plan, is hereby amended by deleting “the intersection” after “prominence at”, and adding “intersections along” after “intersection”, and deleting “of” before “Hurontario Street”, and deleting “and **Major Transit Station Areas**” after “Hurontario Street” in Policy 15.3.1.2.r.

22. Section 15.3, Gateway Corporate, of Mississauga Official Plan, is hereby amended by deleting the words “at Major Transit Station Areas” in Policy 15.3.2.4.d.
23. Section 15.3, Gateway Corporate, of Mississauga Official Plan, is hereby amended by deleting the words “within Major Transit Station Areas” in Policy 15.3.2.4.e.
24. Section 17.1, Introduction, of Mississauga Official Plan, is hereby amended by deleting the words “except along **Intensification Corridors** and within **Major Transit Station Areas**” in Policy 17.1.1.1.
25. Section 17.1, Introduction, of Mississauga Official Plan, is hereby amended by adding the word “**Protected**” before “**Major Transit Station Areas**” in Policy 17.1.5.2.
26. Chapter 20, Glossary, of Mississauga Official Plan, is hereby amended by deleting the MAJOR TRANSIT STATION AREA definition and replacing with the following:

means the area including and around any existing or planned **higher order transit** station or stop, or the area including and around a major bus depot, generally defined as the area within an approximate 500 to 800 metre radius of a transit station or stop, representing about a 10-minute walk. All delineated Major Transit Station Areas are **Protected Major Transit Station Areas** in this Plan and subject to Regional approval.

27. Chapter 20, Glossary, of Mississauga Official Plan, is hereby amended by adding the following:

PROTECTED MAJOR TRANSIT STATION AREA

means a **Major Transit Station Area**, that has been identified in the Region of Peel Official Plan as a protected major transit station area in accordance with subsection 16(16) of the Planning Act, with a delineated area boundary, and is subject to municipal official plan policies that identify: the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area; the authorized uses of land and of buildings or structures on lands in the area; and the minimum densities that are authorized with respect to buildings and structures on lands in the area. All **Major Transit Station Areas** delineated in the Region of Peel Official Plan and in this Plan are Protected Major Transit Station Areas.

TRANSIT-SUPPORTIVE

means development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. Transit-supportive development will be consistent with Ontario's Transit Supportive Guidelines.

28. Mississauga Official Plan, is hereby amended by deleting the words "transit supportive" throughout the Official Plan and replacing with "**transit-supportive**".

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan, dated October 21, 2021.

INTERPRETATION

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan.

APPENDIX I

PUBLIC MEETING

All property owners and residents within the City of Mississauga were invited to attend a Public Meeting of the Planning and Development Committee held on May 9, 2022 in connection with this proposed Amendment. Comments were made regarding Major Transit Station Area boundaries, maximum building heights, and affordable housing. The comments were addressed in the Planning and Development report dated July 15, 2022 attached to this Amendment as Appendix II.

City of Mississauga
Corporate Report



<p>Date: July 15, 2022</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's files: LA.07-CIT</p>
	<p>Meeting date: August 8, 2022</p>

Subject

PUBLIC MEETING RECOMMENDATION REPORT (ALL WARDS)

City-Wide Major Transit Station Area Study - Official Plan Amendment

Recommendation

1. That the amendments to Mississauga Official Plan proposed in Appendices 4 and 5 in the report titled "City-Wide Major Transit Station Area Study – Official Plan Amendment" dated July 15, 2022, from the Commissioner of Planning and Building, be approved.
2. That the Official Plan Amendment By-laws to implement the City-Wide Major Transit Station Area Study as proposed in Appendices 4 and 5 in the report titled "City-Wide Major Transit Station Area Study – Official Plan Amendment" dated July 15, 2022, from the Commissioner of Planning and Building, be prepared and submitted to the Region of Peel for approval.
3. That subsequent to the August 8, 2022 public meeting, and prior to approval by the Region of Peel, staff be directed to incorporate any further changes to Appendices 4 and 5 in the report titled "City-Wide Major Transit Station Area Study – Official Plan Amendment" dated July 15, 2022, from the Commissioner of Planning and Building, to reflect the development application(s) approved during this time, and the amendments to Mississauga Official Plan and further notice is not required.

Executive Summary

- On May 9, 2022, staff presented the City-Wide Major Transit Station Area draft Official Plan Amendment (OPA) to the Planning and Development Committee.
- The proposed OPAs support the development of Major Transit Station Areas (MTSAs) as complete and transit-supportive communities that will accommodate

future growth with a balance of residents and jobs; through a diverse mix of land uses, housing types, tenures and affordability, employment, and amenities.

- The purpose of this report is to respond to comments received on the previously released draft policies and present the final revised OPAs for the City-Wide MTSA.
- The updated OPA policies for Council approval are included in Appendices 4 and 5. The proposed policies will be implemented through two OPAs. One will include general policies related to compatibility, urban design, connectivity, community infrastructure, parks and open spaces, servicing and Planned MTSA. The other will include Protected Major Transit Station Area (PMTSA) policies in accordance with the *Planning Act*. Both OPAs will not take effect until the Province approves the MTSA policies in the new Peel 2051 Region of Peel Official Plan (RPOP).

Background

The City-Wide Major Transit Station Area (MTSA) Study was undertaken in response to various provincial and regional policies requiring planning be prioritized for MTSA to promote transit-supportive development that maximizes the number of potential transit users. The Region and Province establish boundaries and minimum density targets, while the City is responsible for identifying the authorized uses of land and buildings which may include building heights and other criteria.

An initial draft of the proposed Official Plan Amendment for the City-Wide Major Transit Station Areas was presented through an Information Report at a Statutory Public Meeting held on May 9, 2022. The draft OPAs set out policies to amend a number of chapters in the Mississauga Official Plan including the Introduction, Direct Growth and Glossary chapters. The report to the Planning and Development Committee, dated April 14, 2022, is accessible at the following link: <https://pub-mississauga.escribemeetings.com/Meeting.aspx?Id=ee1df8f0-3b36-46bb-af1d-b006eba9c329&Agenda=Agenda&lang=English&Item=8&Tab=attachments>.

Public Engagement

The development of the policies has been a consultative process resulting in the proposed policy framework. The engagement program included statutory and non-statutory meetings, online communication and virtual meetings with landowners, members of the public and agency groups, as detailed below.

- **Circulation to Stakeholder:** Staff circulated the draft policies to stakeholders and public agencies to receive their input. Comments were received and incorporated where appropriate into the revised OPAs.
- **Indigenous Communities:** Letters inviting Indigenous communities to participate in the policy review for the City-Wide Major Transit Station Area OPAs were sent to the

Haudenosaunee Development Institute, the Huron-Wendat First Nation, the Mississaugas of the Credit First Nation, and the Six Nations of the Grand River. No comments or concerns have yet been received.

- **Stakeholder Meetings:** Staff met with key stakeholders including: development consultants, landowners, and employment operators. Comments received were primarily related to policy clarifications, buildings heights and implementation timing. Site specific comments were also received related to MTSA boundaries.
- **Online Comments:** The draft OPA policies were posted on the project website through the interactive “Konveio” digital platform where comments could be directly posted for specific policies. This was available from May 2, 2022 to June 30, 2022.
- **Statutory Public Meeting:** A statutory public meeting was held on May 9, 2022 at the Planning and Development Committee. Notification for the Statutory Public Meeting was published in the Mississauga News.

Comments

The City is proposing two Official Plan Amendments (OPAs) referenced as OPA 143 and OPA 144, which will be incorporated into the Official Plan concurrently, as shown in attached Appendices 4 and 5. The OPAs set out a new policy framework to accommodate future growth and guide transit-supportive development within Major Transit Station Areas (MTSA) as identified in the new Peel 2051 Region of Peel Official Plan (RPOP). The proposed policies will apply to 54 MTSA's and 9 Planned MTSA's. They identify delineated boundaries, land uses, densities, building heights; and provide direction on land use compatibility, urban form, connectivity and community infrastructure.

The incorporation of the proposed MTSA policies into the Mississauga Official Plan does not represent a fundamental shift in planning direction. The City has planned for transit-supported development for decades. It has numerous transit-supportive strategic growth areas currently located within the proposed PMTSA's which contribute to the majority of development activity across City. At a high level, the proposed MTSA policies will allow for the following:

- The implementation of inclusionary zoning, once the new Peel 2051 RPOP is approved by the Province.
- All MTSA's to be identified as Protected Major Transit Station Areas (PMTSA) which provides appeal protections for land-use, height and density policies, provided there is conformity to Regional and Provincial policies.
- Implementation of recommendations from a number of ongoing or recently completed local area studies.

This report summarizes the comments received to date and presents staff's final recommendations and modifications to the Official Plan Amendments (OPAs) for the City-Wide Major Transit Station Areas.

SUMMARY OF COMMENTS RECEIVED ON THE DRAFT POLICIES

All written submissions received through the public engagement process are included in Appendix 1 and oral deputations are noted in Appendix 2. The response from staff to comments received has been included in Appendix 3. Below is a brief summary of the key public comments and staff's response.

1. Conformity with New Peel 2051 Region of Peel Official Plan

Summary - A copy of the draft City-Wide MTSA policies was circulated to the Region of Peel to confirm conformity with the MTSA policies in the new Peel 2051 RPOP. The Region provided comments requesting minor edits and rewording to provide better legibility. They also requested that the proposed OPAs and implementing by-laws be revised to include wording on when the policies would come into force and effect and clarify what would occur in the event of conflicts.

Staff Response - The introduction to the MTSA policies has been revised and includes text noting the policies will not come into force and effect until the MTSA policies of the new Peel 2051 RPOP are approved by the Minister of Municipal Affairs and Housing. It also states that in the event of a conflict the delineated PMTSA boundaries in the new Peel 2051 RPOP will prevail.

2. Building Heights and Density

Summary – A number of landowners expressed concern with the use of maximum building heights to “guide density” and requested maximum heights be removed from the proposed PMTSA schedules. Clarification was also requested on how the building heights were established to achieve the MTSA provincial and regional density targets.

Staff Response – The proposed City-Wide MTSA OPA policies, use building heights to guide density in combination with the minimum Floor Site Index (FSI) identified for each PMTSA to achieve the Regional density targets. This approach conforms and is consistent with provincial legislation and Regional policies. For example, the *Planning Act* requires a lower-tier municipality to identify in its Official Plan minimum densities and the authorized uses of lands and of buildings or structures for Protected Major Transit Station Areas. It also allows for policies that identify maximum densities and minimum and/or maximum building heights. The new Peel 2051 RPOP also includes a similar policy which states that maximum heights may be established by the local municipality.

The practise of establishing maximum building heights to guide growth and development is not new to planning in the City of Mississauga. The Mississauga Official Plan currently prescribes maximum building heights for many areas of the City through policies specific to land use designations, City Structure elements, Character Areas or Local Area Plans. It also includes policies *stating MTSA's are* subject to the minimum densities and minimum and

maximum building heights specified elsewhere in the Plan. The City-Wide MTSA OPA policies are consistent with the current Official Plan direction for the use of building heights and densities.

Managing growth by identifying maximum building heights provides direction and clarity on the desired built form that reflects the City Structure of Mississauga Official Plan, area context and envisioned character of each PMTSA. The proposed building heights vary within and between different PMTSAs. This is in recognition that not all PMTSAs are to achieve the same mix of land uses or intensity of development due to the applicable City Structure, land use designations, local conditions, and site potential and limitations. The proposed use of maximum building heights is intended to create development certainty around appropriate built forms and heights and aid prospective land purchasers with their investment decisions. Ultimately, this will assist with the approval of as-of-right development without the need for amendments and expedite the processing of applications. This is intended to streamline the development approval process.

Staff also note the following points which informed the recommended building height policies:

- Existing building height permissions in the Official Plan have been amended only where necessary to achieve the individual PMTSA minimum density targets and to reflect approved building height recommendations resulting from local area studies¹, or development applications.
- The proposed building heights can accommodate the City and Region's planned density target of people and jobs combined per hectare to 2051 and beyond for each PMTSA. Additional density beyond the identified density targets are not needed to accommodate the city's overall growth allocation.
- For most PMTSAs, the existing Official Plan height structure currently allows for development and growth to support light rail transit, bus rapid transit and GO Transit service improvements. Major changes were not required to the existing building height permissions already identified in the Official Plan to achieve the density targets.
- The proposed building heights align with the City Structure and the existing or proposed land use designations with lower heights for Residential Medium Density, Residential Low Density I and II designations and greater heights for Residential High Density, Office and Mixed Use designations.
- For ease of reference the proposed OPAs are consolidating, within new schedules, the existing building height permissions currently identified throughout different sections of the Official Plan.
- Staff have verified that the assigned minimum and maximum building heights together with minimum Floor Space Index requirements will achieve the minimum density targets identified by the Region for each PMTSA.

¹ Local planning studies include the Dundas Corridor Policy Implementation, Downtown Fairview, Cooksville and Hospital Policy Review and Lakeshore East Corridor Study

3. Applications in Progress

Summary - Clarity was requested on how active development applications for lands within the proposed PMTSAs would be reviewed, before the City-wide MTSA policies come into full force and effect. This is particularly of concern to applicants proposing developments that would not conform to the proposed policies related to land uses and building heights.

Staff Response - Staff recognize there are a number of complete development applications currently under review within the proposed PMTSAs. These applications will continue to be reviewed on their own planning merits with consideration given to both current and emerging policies. If applications are approved prior to the City-Wide MTSA OPAs being in force and effect, the PMTSA schedules will be amended accordingly to reflect any required changes.

If an application is not approved prior to the MTSA policies coming into effect staff will continue to work with the applicant to process the application. There is uncertainty as to whether the development proposal would be required to conform with the newly approved MTSA policies as the *Planning Act* has no transition clauses related to this matter.

4. Future Amendments to Building Heights and Land Uses

Summary - Clarification was requested by land owners enquiring how future amendments to PMTSA policies such as building heights and land uses would be considered once they are approved and in effect.

Staff Response - Amendments to building heights and land uses can only be considered in Protected MTSAAs if City Council determines through a resolution that a request to amend the policies should be considered. The Council resolution may be made in respect of a specific request or a class of requests. It is anticipated that a formal process will need to be developed for the consideration of any amendments.

5. Land Use Compatibility

Summary - A number of employment land owners requested the policies be strengthened to address land use compatibility issues for new sensitive land uses in proximity to established employment uses.

Staff Response - The proposed MTSA policies require development to be compatible with surrounding uses and mitigate any negative impacts resulting from the introduction of sensitive land uses in proximity to employment uses. This is to protect residential uses from adverse impacts while also ensuring the long term viability of established employment areas.

6. MTSA Boundaries

Summary - A number of land owners requested that certain PMTSA boundaries be reconsidered to include additional properties.

Staff Response - The Region of Peel is responsible for delineating the Major Transit Station Area boundaries and establishing minimum density targets. The City is responsible for setting land use designations, building heights, densities and detailed MTSA policies within the boundaries set by the Region. The City's PMTSA boundaries reflect those identified in the new Peel 2051 RPOP that were developed with public and stakeholder engagement. The PMTSA boundaries were delineated as part of a process that addressed among other matters the local context, development opportunities, physical barriers, and walkshed accessibility. The boundaries were adopted by Regional Council in April 2022 and have been submitted to the Province for final approval.

7. Development Servicing

Summary - The Region of Peel has requested that a policy be included to address servicing and infrastructure capacity.

Staff Response - A policy has been added to ensure appropriate municipal servicing is in place to support new and existing residents and workers. Servicing of development is to progress in a financially responsible and environmentally sustainable manner.

8. Gas Pipelines and Facilities

Summary - Enbridge Gas recommended additional policies specifying that development in areas within proximity to a gas pipeline be circulated to Enbridge for comment and that MTSA mapping indicate gas pipelines and facilities locations.

Staff Response - The proposed MTSA policies are to be read in conjunction with other applicable policies of the Mississauga Official Plan, including the implementation policies. A map of the oil and gas transmission lines is available on the City's web site on the Mississauga Official Plan page under "Other Information". The MTSA schedules reflect land use designations that identify the authorized use of building and structures. Ownership of land including pipelines is not shown on land use maps. Instead these areas would be identified as "Utility" designated lands.

The identification of any potential impacts on pipelines and facilities locations is through the development review process when applications are circulated to relevant stakeholders and agencies for comment. This practice will continue for development within MTSA's.

9. Natural Hazard Lands

Summary - Staff received comments from the Toronto and Region Conservation Authority (TRCA) requiring more explicit wording in the policies that prohibit development on designated Natural Hazard Lands within MTSA boundaries.

Staff Response - The proposed policies require development to mitigate against natural hazards and protect and restore the Natural Heritage System and Water Resource System. In addition, policies that preclude intensification and development on natural hazards are currently addressed under Section 6.3 Green System of the Official Plan. The proposed MTSA policies are intended to be read in conjunction with other sections of the Plan, and therefore these policies will continue to apply for lands within MTSA.

KEY MODIFICATIONS TO DRAFT POLICIES AND SCHEDULES

Staff have reviewed the feedback from various stakeholders and propose minor modifications to the proposed draft OPAs presented at the May 9, 2022 Public Information Meeting. Appendices 4 and 5 of this report identifies each modification to the draft policies and schedules. Key changes to the draft policies are provided below.

1. Adding text identifying when Protected Major Transit Station Area policies would come into force and effect.
2. Adding a policy requiring the availability of municipal servicing to support development within PMTSAs.
3. Minor rewording of policies to provide greater clarity and legibility. The intent of the policies remain unchanged.
4. Minor technical word changes and policy renumbering and sequencing.
5. Updating mapping to reflect City Council approved building heights or land use changes recommended through recent studies such as the Dundas Corridor Policy Implementation project and the Downtown Fairview, Cooksville, and Hospital Policy Review.
6. Correcting building height mapping errors to reflect current approvals/permissions.
7. Adding new definitions for Protected Major Transit Station Area and Transit-Supportive to the Glossary.

Appendix 6 provides the detailed planning rationale for the proposed amendments to Mississauga Official Plan.

IMPLEMENTATING THE OFFICIAL PLAN AMENDMENTS

The proposed policies and schedules will be implemented through two separate Mississauga Official Plan Amendments (MOPA 143 and MOPA 144). Following approval of the recommendations in this report by the Planning and Development Committee, Staff will be preparing two implementing OPA By-laws to City Council for adoption. MOPA 143 will include general policies related to compatibility, urban design, connectivity, community infrastructure, parks and open spaces, and Planned MTSA's.

MOPA 144 will include Protected Major Transit Station Area (PMTSA) policies related to land use and building heights in accordance with the *Planning Act*. It will also implement the recommended building heights and land use changes from recent City Council approved planning studies. The *Planning Act*, specifies that there are no OLT appeals to PMTSA policies that identify delineated boundaries, authorized uses of land, buildings and structures, and minimum and maximum building heights and densities, and where the maximum permitted height also satisfies the minimum density authorized for the same parcel, other than by the Minister.

MOPA 143 and 144 will require approval by the Region of Peel as they include policies specific to PMTSA's. The policies of both MOPAs will not come into force and effect until the Province has approved the Major Transit Station Area policies of the new Peel 2051 PROP.

PROVINCIAL AND REGIONAL CONFORMITY

The Province identifies through its Provincial Policy Statement (PPS) matters that are of provincial interest, and provides direction on creating livable, healthy and resilient communities. The PPS highlights the importance of the efficient use of land and resources, a range of housing options, a mix of employment opportunities and access to recreation, parks and open spaces. The Province has also set out the Growth Plan for the Greater Golden Horseshoe to establish a land use planning framework and manage growth. It highlights the importance of building complete communities, supporting economic development, and directing intensification to strategic growth areas to make efficient use of land and optimize infrastructure. The Region of Peel Official Plan (ROP) and the new Peel 2051 Region of Peel Official Plan (PROP) adopted but not yet approved, provides direction and a strategic policy framework to guide development and growth in Peel Region and Mississauga.

The proposed amendments to Mississauga Official Plan are consistent with the Provincial Policy Statement, and conform to the Growth Plan for the Greater Golden Horseshoe (2020), and reinforce the current policies and objectives of Mississauga Official Plan. The proposed policies will also conform to the new of Peel 2051 PROP, which represents Regional Council's most current vision to guide growth and development within the Region up to the year 2051. The City-Wide MTSA policies support both Provincial and Regional MTSA requirements to achieve complete communities, supporting economic development, and directing development to strategic growth areas in order to make efficient use of land and optimize infrastructure. Appendix 7 provides a detailed analysis of consistency and conformity with relevant Provincial and Regional plans and policies.

Financial Impact

There are no financial impacts resulting from the Recommendations in this report.


Conclusion

Comments from a range of stakeholders have been carefully considered and the proposed policies have been revised where appropriate. These policies will provide a sound planning framework, for development within Region of Peel identified MTSA's, to guide future growth that provides for transit-supportive and complete communities.

Staff is recommending approval of the proposed amendments to Mississauga Official Plan for the City-Wide Major Transit Station Areas. The OPAs are consistent with the Provincial Policy Statement, and conform to the Growth Plan for the Greater Golden Horseshoe (2020), the new Peel 2051 PROP as adopted by Regional Council and reinforce the current policies and objectives of Mississauga Official Plan.

Attachments

- Appendix 1: Written Submissions
- Appendix 2: Public Meeting Minutes
- Appendix 3: Response to Comments
- Appendix 4: Recommended Official Plan Amendments – Revised Character Area Policies
- Appendix 5: Recommended Official Plan Amendments – Revised Official Plan Schedules
- Appendix 6: Planning Rationale for Proposed Amendments to Mississauga Official Plan
- Appendix 7: Applicable Policy Analysis



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Bashar Al-Hussaini, Planner, Planning & Building

May 26, 2022

Your Worship Mayor Bonnie Crombie and City Councillors,
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

PROPOSED MAJOR TRANSIT AREA AND DUNDAS CORRIDOR OFFICIAL PLAN AMENDMENTS TO IMPLEMENT THE PROVINCIAL A PLACE TO GROW PLAN, NEW REGION OF PEEL OFFICIAL PLAN AND THE DUNDAS CONNECTS MASTER PLAN

We own **888 Dundas Street East, Mississauga** (herein the "property") which fronts onto the south side of Dundas Street East and is located to the west of the Tomken Road intersection. Our property is affectionately known as the "*Mississauga China Town*" and we are amongst the largest landowners in terms of acreage in the area.

This is the first time we were made aware of the above proposed draft Official Plan Amendments and do not understand why we were never consulted with by City Staff previously. We are also concerned with the deadline to respond to these proposed amendments, and do not understand why we do not have more time given the Region of Peel has only recently approved their new Official Plan on April 28th, 2022.

Despite the above, we nonetheless request Your Worship, City Councillors and Planning and Development Committee to direct the City of Mississauga land use planning staff to make the following changes to their draft Official Plan Amendments to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan adopted April 28th, 2022 and the City's own Dundas Connects Masterplan:

Employment Zone:

The City must remove our property from the Dixie Employment Area in accordance with the Provincial A Place To Grow Plan and the new Peel Region Official Plan adopted April 28th, 2022. The City of Mississauga "Map 17-4 Dixie Employment Area" and map "Schedule 9 Character Areas" must be consistent with the enclosed "Employment Areas Schedule E-4" of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states:

"5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4."

Land Use:

On May 9th, 2022, during a Statutory Public Meeting for City Staff's proposed draft Major Transit Station Area Official Plan Amendment, Councillor Carlson had sought the position of City Staff in relation to a deputation made by adjacent landowner's land use planning counsel, Mr. Peter Gross of Gowling WLG representing the Ahmed Group, for the residential mixed-use redevelopment of their lands at 1000 and 1024 Dundas Street East, Mississauga. Commissioner Andrew Whittemore, Planning & Building of City Staff responded that:

*"Through the chair, thank you for the deputation, obviously staff would be happy to sit down and discuss with you, but I will point out to the committee that this property is directly in proximity to Mother Parkers (Inc.) which is a property that you talked to just last week, so, it's a complex site, and a lot of the **complexity** of these properties in and around that area will really be fully addressed through the Dundas Connects report which I believe is coming on May 30th, so, we'll have some time to talk about that, but I just wanted to provide the PDC some content."*

We understand that the complexity concerns of City Staff outlined by Commissioner Whittemore relate to Mother Parkers Tea & Coffee Inc. who operates nearby and has lobbied the City against allowing the residential mixed-use redevelopment of our property on the basis of supposed land use compatibility concerns.

Rowan Williams Davies & Irwin Inc., a world renowned international multi-disciplinary engineering firm (herein "RWDI") have completed a Land Use Compatibility Study in accordance with the City of Mississauga Terms of Reference for Ahmed Group's lands and they have concluded that the residential mixed-use re-development of these lands would be compatible with Mother Parkers Tea & Coffee Inc.'s operations (i.e., current, and future potential noise and odours). We believe that there would be identical findings for our property, which would similarly also allow for the future redevelopment of our property for a residential mixed-use building.

Despite Ahmed Group having retained RWDI to complete a Land Use Compatibility Study that has concluded that the residential mixed-use re-development of their lands would be compatible with Mother Parkers Tea & Coffee Inc., City Staff have declined to provide Ahmed Group with a DARC meeting and propose to include both their and our property within the employment zone in the Dundas Corridor Official Plan Amendment, freezing our rights to redevelop our property for residential mixed-use purposes. The decision to freeze our land use due to "**complexity**" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits the filing of applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments

Accordingly we seek the re-designation of our property on proposed draft map "Protected Major Transit Station Area Schedule 11-G" to be changed from "Mixed Use" to "Mixed Use Limited," **similar to other properties along Dundas Street and within Major Transit Station Areas**, allowing for the future redevelopment of our property for a mixed-use building containing residential uses, without the need for an Official Plan Amendment in accordance with the Provincial A Place To Grow Plan and the new Region of Peel Official Plan, as well as the recommendation on page 118 of the City's own Dundas Connects Master Plan which reads as follows:

"Lands that are currently designated mixed use along the (Dundas) corridor and near major transit stations should also allow for residential, major office and institutional uses to support the achievement of intensification targets."

This redesignation of our lands in City Staff's proposed official plan amendments would permit our lands to be truly Mixed Use and allow for a more appropriate transition to existing residential lands across the street from our property.

Height, Density, and our Right of Appeal:

- The Provincial A Place to Grow Plan Section 2.2.4.3.b. prescribes the following minimum development density for our property, which is further supported by the new Region of Peel Official Plan:
 - "3. Major transit station areas on priority transit corridors or subway lines will be planned for a **minimum density target** of:*
 - b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or"*
- On May 9th, 2022, during a Public Meeting for the Major Transit Station Area Official Plan Amendment, Councillor Parrish had rightfully questioned City Staff on the necessity of maximum heights as proposed in the draft official plan amendment, as well as the rights of landowners to appeal. The following was said:

Councillor Carolyn Parrish

"Yes, thank you very much for your presentation. I read this all very carefully, and the map, the reason I'm looking at Cooksville isn't because I'm the Councillor there it's because I'm a resident there, and I, I first of all was also Chair of the Planning and Growth Committee at the Region (of Peel), and at no point did we talk about heights? Is this a unique preoccupation with Mississauga or is this something we were instructed to look at?"

Bashar Al-Hussaini, City Planner and Project Lead

*"So in order for MTSAs to be protected MTSAs which would basically mean enable inclusionary zoning among other things and protect policies from appeal, we would need to define heights, minimum and maximum heights. **Those heights are also currently being used to guide densities within the MTSAs.** In terms of requirements for heights, we have proposed this approach because we felt that the FSI approach in terms of build-form is potentially not the best route to take, and that height requirements would be more sort of prescriptive."*

Councillor Carolyn Parrish

"So, what I'm hearing from you was this was a decision, internal decision, to look at heights rather than FSI?"

Bashar Al-Hussaini, City Planner and Project Lead

"Correct..."

Councillor Carolyn Parrish

"So, if the world is going to tall towers, tall point towers, we're going to stick with little block buildings if we have to?"

Bashar Al-Hussaini, City Planner and Project Lead

"So in terms of meeting the minimum density targets, umm..."

Councillor Carolyn Parrish

*"I get all of that. I lived in the Region – I'm telling you. **So, you're telling me that this is a decision made locally, and once it's made, if it goes into our MTSA (Major Transit Station Area Official Plan Amendment), its not appealable and there is no negotiations?**"*

Bashar Al-Hussaini, City Planner and Project Lead

"If it's approved, correct."

- City Staff's decision of using maximum heights to "**guide density**" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits filing applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments.
- The ability of the City to freeze the rights of our property was to protect the above cited minimum development densities from appeal, and not to impose a maximum development density, which City Staff are now proposing indirectly through maximum building height limits.
- Accordingly, we ask that your Worship and City Councillors direct City Staff to remove the proposed maximum limit on building heights for our property as proposed on draft map Protected Major Transit Station Area Schedule 11-G.
- It is important to note existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate for a property such as ours located directly adjacent to the upcoming Tomken Road Bus Rapid Transit Station.

Ahmed Group's Development Project at 1000 & 1024 Dundas Street East, Mississauga:

- Ahmed Group has informed us of their proposed mixed-use purpose-built rental apartment development project at 1000 & 1024 Dundas Street East, Mississauga, as shown on enclosed plans marked as Schedule B.
- We support Ahmed Group's project for their property, specifically the proposed land uses, development density and building heights.
- We ask that your Worship and City Councillors direct City Staff to meaningfully engage in discussions with Ahmed Group and expedite the review of their project.

We would like to thank Your Worship Mayor Bonnie Crombie, City Councillors, the City of Mississauga Planning and Development Committee, and the City of Mississauga land use planning staff for making the changes that we have requested to the draft Major Transit Station Area Official Plan Amendment and the draft Dundas Corridor Official Plan Amendment, to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City's own Dundas Connects Masterplan.

Yours Sincerely,

1910878 ONTARIO INC.

Per:  _____

Wen Qing He

President



May 6, 2022

Chairman & Members
 Planning and Development Committee
 City of Mississauga
 300 City Centre Drive
 Mississauga, ON
 L5B 3C1

Peter Gross
 Direct +1 416 862 4459
 peter.gross@gowlingwlg.com

DRAFT OFFICIAL PLAN AMENDMENT FOR MAJOR TRANSIT STATION AREAS & AHMED GROUP'S MIXED USE PROJECT FOR 1000 AND 1024 DUNDAS STREET EAST, CITY OF MISSISSAUGA

We are counsel to Ahmed Developments Inc., a subsidiary of Ahmed Group of Companies Inc. ("**Ahmed Group**"). While our client supports the introduction of residential use into the Dixie Employment Area, as envisioned by the Dundas Connects Master Plan, our client is seeking changes to the draft Official Plan Amendment for Major Transit Station Areas.

WZMH Architects Inc. have prepared building concept plans for Ahmed Group's site at 1000 and 1024 Dundas Street East (the "**Subject Property**") which envision a 4 storey, 16 storey and 20 storey mixed-use building with at grade commercial uses, 462 purpose-built rental apartment units, a gross floor area of 37,817 m² (407,059 ft²) and a development density of FSI 4.66 (the "**Proposal**").

Employment Land Conversion

Although at one time the Subject Property was within a Provincially Significant Employment Zone ("**PSEZ**"), the Region of Peel (the "**Region**") and the City of Mississauga (the "**City**") both recommended to the Ontario Ministry of Municipal Affairs that the Subject Property be removed from the PSEZ. The Ahmed Group also requested that the provincial growth secretariat to remove the Subject Property from the Provincially Significant Employment Zone. Therefore, the Province removed the Subject Property from the PSEZ.

Section 2.2.5.6 of the Provincial May 2019 A Place to Grow Plan imposed an obligation on the Region to designate lands within the Region as employment areas. On April 28, 2020 the Region adopted a new Official Plan to fulfill this requirement. The Region's new Official Plan does not designate the Subject Property as employment areas. Appendix 3 in the Region's October 7, 2021 Peel 2051 Land Needs Assessment Report explicitly supported the conversion of the Subject Property to non-employment uses.

The 462 rental apartment units that the Ahmed Group is proposing for the Subject Property will assist the Region in meeting its stated goal of ensuring an adequate supply of rental housing to meet local needs. In this regard, the Proposal will assist the Region in fulfilling recently adopted Official Plan policies 5.9.3 and 5.9.11 that sets a minimum target of 25% of all new housing units having a rental tenure.

Proposal is Transit Supportive

Gowling WLG (Canada) LLP
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 Toronto ON M5X 1G5 Canada

T +1 416 862 7525
F +1 416 862 7661
gowlingwlg.com

Gowling WLG (Canada) LLP is a member of Gowling WLG, an international law firm which consists of independent and autonomous entities providing services around the world. Our structure is explained in more detail at gowlingwlg.com/legal.



On June 11, 2018 the City of Mississauga Planning and Development Committee endorsed the Dundas Connects Master Plan which recommended that:

“Lands that are currently designated mixed use along the (Dundas) corridor and near major transit stations should also allow for residential, major office and institutional uses to support the achievement of intensification targets.”

Ahmed Group’s Proposal implements this recommendation.

On March 4, 2022 the Federal Government, Provincial Government and the City of Mississauga announced that they would collectively be contributing \$675 million in funding to three transit projects within the City of Mississauga. The design and construction of Dundas Bus Rapid transit line between Cooksville and Etobicoke is one of these three projects. In addition, the environmental assessment studies for the Dundas Bus Rapid transit line are also proceeding.

Section 1.1.1 e) of the Provincial Policy Statement promotes transit supportive development, intensification, a cost-effective development pattern, optimization of transit investments and minimizing land consumption. The proposed maximum 9 storey building height limit for the Subject Property within the draft Official Plan Amendment precludes the optimization of the above described transit investment. Ahmed Group’s proposed buildings are 16 and 20 storeys in height on a 4 storey podium with a development density of 4.66 which optimizes this transit investment. Ahmed Group’s Proposal is transit supportive, with a development density and built form that minimizes land consumption and represents a cost-effective development pattern.

Section 2.2.4 of the A Place to Grow Plan seeks to maximize the number of potential transit riders within walking distance of a station in a major transit station area on a priority transit corridor. The 462 rental apartment units on the Subject Property could accommodate a large resident population. These future residents would have convenient pedestrian access to the planned Tomken Road Bus Rapid Transit Station located to northwest of the property. Thus this project would increase the number of potential transit system users.

In addition, Section 2.2.4.9 d) of the A Place to Grow Plan prohibits land uses in a built form that would adversely affect the achievement of transit supportive densities. The proposed maximum 9 story building height limit for the Subject Lands within the draft Official Plan Amendment for Major Transit Station Areas is not consistent with this provincial policy.

The Region’s new Official Plan Map E-5 Major Transit Station Area includes the Subject Property within the Primary Major Transit Station Area for the planned Tomken Road Bus Rapid Transit Station.

The Proposal’s 462 rental apartment units within a compact urban form and the creation of a vibrant public realm by including highest intensity transit supportive grade related commercial uses close to the planned bus rapid transit station conforms with section 2.2.1.4.9.e) of the A Place to Grow Plan.

The maximum 9 storey building height limit proposed for the Subject Lands does not conform with section 9.2.1.8 of the City of Mississauga Official Plan which states that “the preferred location of tall buildings will be in proximity to existing and planned major transit station areas”. The 16 and 20 storey building components of the Proposal represent tall buildings whereas a building which is 9 storeys in height does not represent a tall building within a major transit station area.



To partially implement the Dundas Connects Master Plan, the City adopted Official Plan Amendment 106 which increased the ultimate width of the Dundas Street East road allowance adjacent to the Subject Property to 42 metres. Section 9.2.19 of the City's Official Plan states that where the right-of-way width exceeds 20 metres a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way with. The Proposal would achieve better street enclosure and more effectively implement this Official Plan policy than a building restricted to the maximum 9 storey building height contained in the proposed Official Plan Amendment for Major Transit Station Areas.

Ahmed Group's project will assist the City in realizing the Dundas Connects Master Plan vision for the Dundas Street corridor which is that it become a destination which is:

"Urban and Bold. Urbanize, improve transit, intensify land use, and create transit-oriented development. Give the corridor a strong identity, making it 'the street' of Mississauga".

"...a safe, unique destination where people want to walk, bike, eat, shop, and be entertained."

The mapping from the City of Mississauga 2019 Parks and Forestry Master Plan indicates that the Subject Property is located within the service area of the following types of existing parks and recreation facilities: natural grass fields (page 53), ball diamonds (page 55), outdoor pools (page 60), basketball courts (page 62), play sites (page 73), leash free zones (page 76) and community centre with outdoor artificial ice (page 78).

Since City staff has refused to host a DARC meeting to consider Ahmed Group's Proposal, we respectfully request the Planning and Development Committee to direct the City staff to consider the documentation that Ahmed Group will be submitting in support of the changes they are requesting to the draft Official Plan Amendment for Major Transit Station Areas.

Ahmed Group is clearly addressing Provincial and Regional housing requirements through their proposed purpose-built rental apartment unit project. Building construction costs in the City are constantly increasing. Therefore, delaying the processing of Ahmed Group project will increase the construction cost for these new rental apartment units. If the City land use planning staff support the delivery of lower cost rental apartment units within the City, the Proposal should not be delayed.

Yours truly,

Gowling WLG (Canada) LLP

A handwritten signature in dark ink, appearing to read "Peter Gross", written over a light-colored background.

Peter Gross

PG



May 27, 2022

Your Worship Mayor Bonnie Crombie and City Councillors,
 City of Mississauga
 300 City Centre Drive
 Mississauga, ON L5B 3C1

PROPOSED MAJOR TRANSIT AREA AND DUNDAS CORRIDOR OFFICIAL PLAN AMENDMENTS TO IMPLEMENT THE PROVINCIAL A PLACE TO GROW PLAN, NEW REGION OF PEEL OFFICIAL PLAN AND THE DUNDAS CONNECTS MASTER PLAN

We own **2560 and 2564 Confederation Parkway, Mississauga** (herein the “property”) which fronts onto the west side of Confederation Parkway and is located to the south of the Dundas Street and Confederation Parkway intersection. Our property consists of two vacant land parcels that are ripe for redevelopment.

We are concerned with the deadline to respond to the above cited proposed amendments, and do not understand why we do not have more time given the Region of Peel has only recently adopted their new Official Plan on April 28th, 2022.

Despite the above, we nonetheless request Your Worship, City Councillors and Planning and Development Committee to direct the City of Mississauga land use planning staff to make the following changes to their draft Official Plan Amendments to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City’s own Dundas Connects Masterplan:

Proposed Confederation Parkway Major Transit Area Boundary:

As shown in Figure 1, 2, and 3 in the Appendix, our property has been excluded from the Confederation Parkway Major Transit Station Area Boundary (herein “**MTSA**”). There is no equitable explanation for three sides surrounding our property to be included while our property is excluded. In addition, there is a Bus Rapid Transit Station proposed at the corner of Dundas Street and Confederation Parkway which is less than 150 metres from our property as shown in Figure 4 and 5 in the Appendix. In light of Figure 1, 2, 3, 4, and 5, it is absurd for our property to be excluded from the MTSA given its proximity to future transit, and whereas properties much further away are included in the proposed MTSA. We will be approaching the Region of Peel to seek an amendment to include both our and the adjacent properties to be within the MTSA in the Regional Official Plan that was recently adopted April 28th, 2022.

Employment Zone:

The City of Mississauga “Map 17-4 Dixie Employment Area” and map “Schedule 9 Character Areas” must be consistent with the enclosed “Employment Areas Schedule E-4” of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states:

“5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4.”

Land Use:

We ask that your Worship and City Councillors direct City Staff to re-designate our property on proposed draft map “Protected Major Transit Station Area Schedule 11-G” to be changed from “Mixed Use” to “Residential High Density,” **similar to other properties to the north and west of our property**, allowing for the future redevelopment of our property for a multi-family residential building, without the need for an Official Plan Amendment in accordance with the Provincial A Place To Grow Plan and the new Region of Peel Official Plan, as well as the recommendation on page 118 of the City’s own Dundas Connects Master Plan which reads as follows:



“Lands that are currently designated mixed use along the (Dundas) corridor and near major transit stations should also allow for residential, major office and institutional uses to support the achievement of intensification targets.”

It is important to note our property has historically been used for residential land uses. Recently, our property was re-zoned to permit residential dwelling units above ground floor commercial, and was labeled Mixed Use in the Mississauga Official Plan. It is accordingly appropriate for our property to be considered for Residential High Density. This redesignation of our lands in City Staff’s proposed official plan amendments would allow for a more appropriate transition to existing residential lands that surround our property. Further our consultants have concluded that our property and surrounding properties are ideal candidates for the redesignation to Residential High Density. This redesignation will assist to achieve the Provincial A Place to Grow Plan and new Region of Peel Official Plan objectives, in relation to much needed rental housing.

Height, Density, and our Right of Appeal:

- The Provincial A Place to Grow Plan Section 2.2.4.3.b. prescribes the following minimum development density for our property:

*“3. Major transit station areas on priority transit corridors or subway lines will be planned for a **minimum density target** of:*

b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or”

- On May 9th, 2022, during a Public Meeting for the Major Transit Station Area Official Plan Amendment, Councillor Parrish had rightfully questioned City Staff on the necessity of maximum heights as proposed in the draft official plan amendment, as well as the rights of landowners to appeal. The following was said:

Councillor Carolyn Parrish

“Yes, thank you very much for your presentation. I read this all very carefully, and the map, the reason I’m looking at Cooksville isn’t because I’m the Councillor there it’s because I’m a resident there, and I, I first of all was also Chair of the Planning and Growth Committee at the Region (of Peel), and at no point did we talk about heights? Is this a unique preoccupation with Mississauga or is this something we were instructed to look at?”

Bashar Al-Hussaini, City Planner and Project Lead

*“So in order for MTSAs to be protected MTSAs which would basically mean enable inclusionary zoning among other things and protect policies from appeal, we would need to define heights, minimum and maximum heights. **Those heights are also currently being used to guide densities within the MTSAs.** In terms of requirements for heights, we have proposed this approach because we felt that the FSI approach in terms of build-form is potentially not the best route to take, and that height requirements would be more sort of prescriptive.”*

Councillor Carolyn Parrish

“So, what I’m hearing from you was this was a decision, internal decision, to look at heights rather than FSI?”

Bashar Al-Hussaini, City Planner and Project Lead

“Correct...”

Councillor Carolyn Parrish

“So, if the world is going to tall towers, tall point towers, we’re going to stick with little block buildings if we have to?”



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Councillor Carolyn Parrish

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Bashar Al-Hussaini, City Planner and Project Lead

“If it’s approved, correct.”

- City Staff’s decision of using maximum heights to “**guide density**” is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits filing applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments.
- Accordingly, we ask that your Worship and City Councillors direct City Staff to remove the proposed maximum limit on building heights as proposed on draft map Protected Major Transit Station Area Schedule 11-G.
- It is important to note existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate for a property such as ours located in close proximity to the upcoming Confederation Parkway Bus Rapid Transit Station.

Ahmed Group’s Development Project at 1000 & 1024 Dundas Street East, Mississauga:

- Ahmed Group (1000 Dundas St. E.) Inc. and Ahmed Group (1024 Dundas St. E.) Inc. are subsidiaries of the Ahmed Group along with us, and as such we are fully aware of the particulars for their proposed mixed-use purpose-built rental apartment development located at 1000 & 1024 Dundas Street East, Mississauga, as shown on enclosed plans marked as Schedule B.
- We fully support their proposed development, including the land uses, density, building heights and massing.
- We ask that your Worship and City Councillors direct City Staff to meaningfully engage in discussions with Ahmed Group (1000 Dundas St. E.) Inc. and Ahmed Group (1024 Dundas St. E.) Inc. and expedite the review of their project.

We would like to thank Your Worship Mayor Bonnie Crombie, City Councillors, the City of Mississauga Planning and Development Committee, and the City of Mississauga land use planning staff for making the changes that we have requested to the draft Major Transit Station Area Official Plan Amendment and the draft Dundas Corridor Official Plan Amendment, to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City’s own Dundas Connects Masterplan.

Yours Sincerely,

AHMED GROUP (2560+2564 CONFEDERATION PKWY) INC.

Per: _____

Moe Ahmed, President and CEO



c.c:

1. Your Worship Mayor Bonnie Crombie - mayor@mississauga.ca
2. Ward 1 - Councillor Stephen Dasko - stephen.dasko@mississauga.ca
3. Ward 2 - Councillor Pat Mullin - pat.mullin@mississauga.ca
4. Ward 3 – Councillor Chris Fonseca - chris.fonseca@mississauga.ca
5. Ward 4 – Councillor John Kovac - john.kovac@mississauga.ca
6. Ward 5 – Councillor Carolyn Parrish - carolyn.parrish@mississauga.ca
7. Ward 6 – Councillor Ron Starr - ron.starr@mississauga.ca
8. Ward 7 – Councillor Dipika Damerla - dipika.damerla@mississauga.ca
9. Ward 8 – Councillor Matt Mahoney - matt.mahoney@mississauga.ca
10. Ward 9 – Councillor Pat Saito - pat.saito@mississauga.ca
11. Ward 10 – Councillor Sue McFadden - sue.mcfadden@mississauga.ca
12. Ward 11 – Councillor George Carlson - george.carlson@mississauga.ca
13. Commissioner Planning and Building – Andrew Whittemore – andrew.whittemore@mississauga.ca
14. City Clerk and Director, Legislative Services – Diana Rusnov – diana.rusnov@mississauga.ca
15. Moe Ahmed, President and CEO, Ahmed Group – m@ahmed.group
16. Jose Garreton, Senior Project Manager, Ahmed Group – jose@ahmed.group
17. Peter Gross, Partner, Gowling WLG – peter.gross@gowlingwlq.com
18. Brian Parker, Senior Land Planner, Gowling WLG – brian.parker@gowlingwlq.com
19. John Lohmus, Senior Land Planner, Plan Logic Consulting – johnlohmus@outlook.com



APPENDIX



Figure 1: MTSA Boundaries

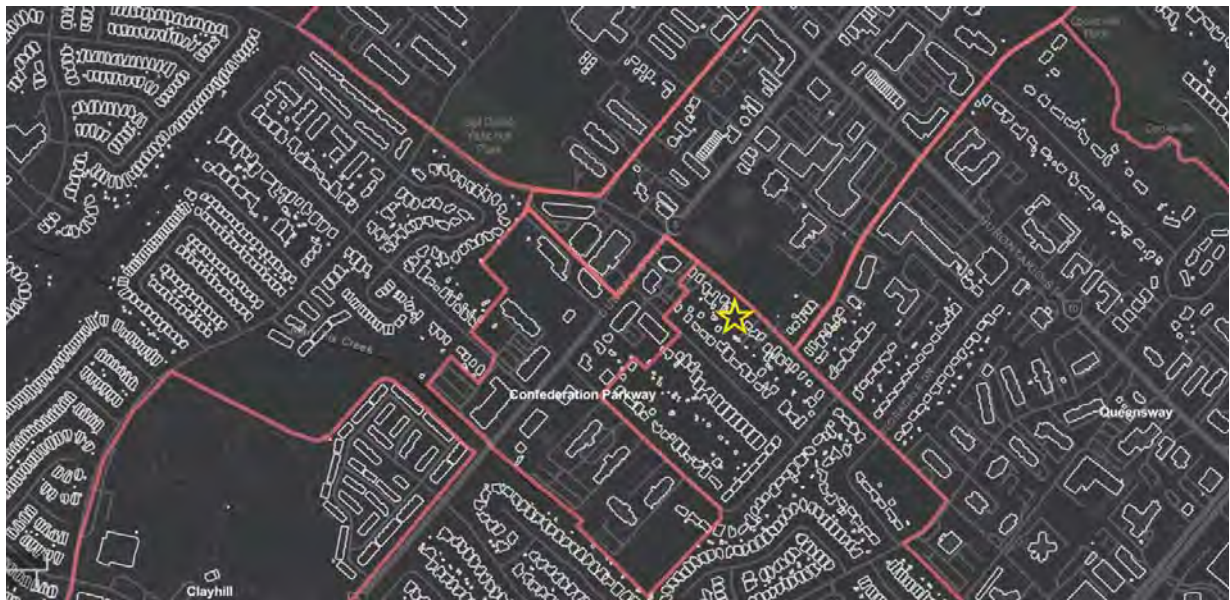


Figure 2: MTSA Boundaries



Figure 3: MTSA Boundaries

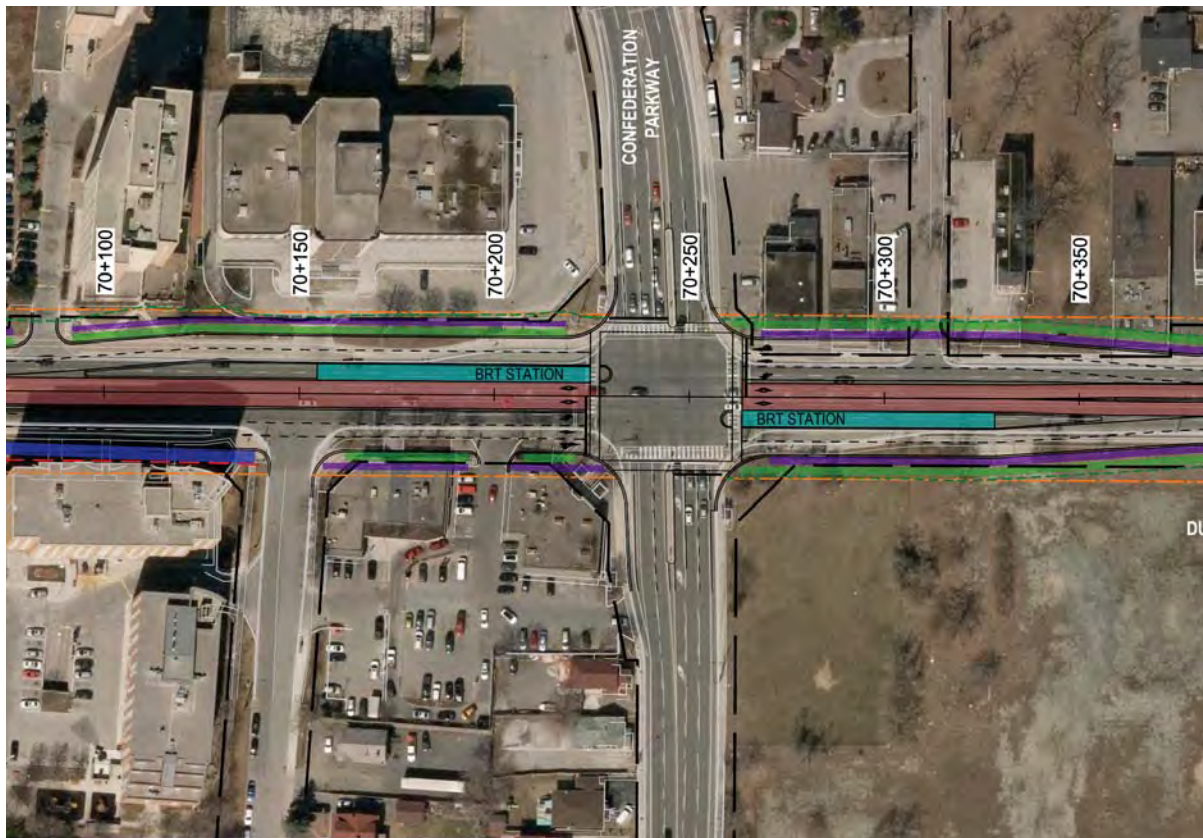


Figure 4: Proposed Location of BRT Station

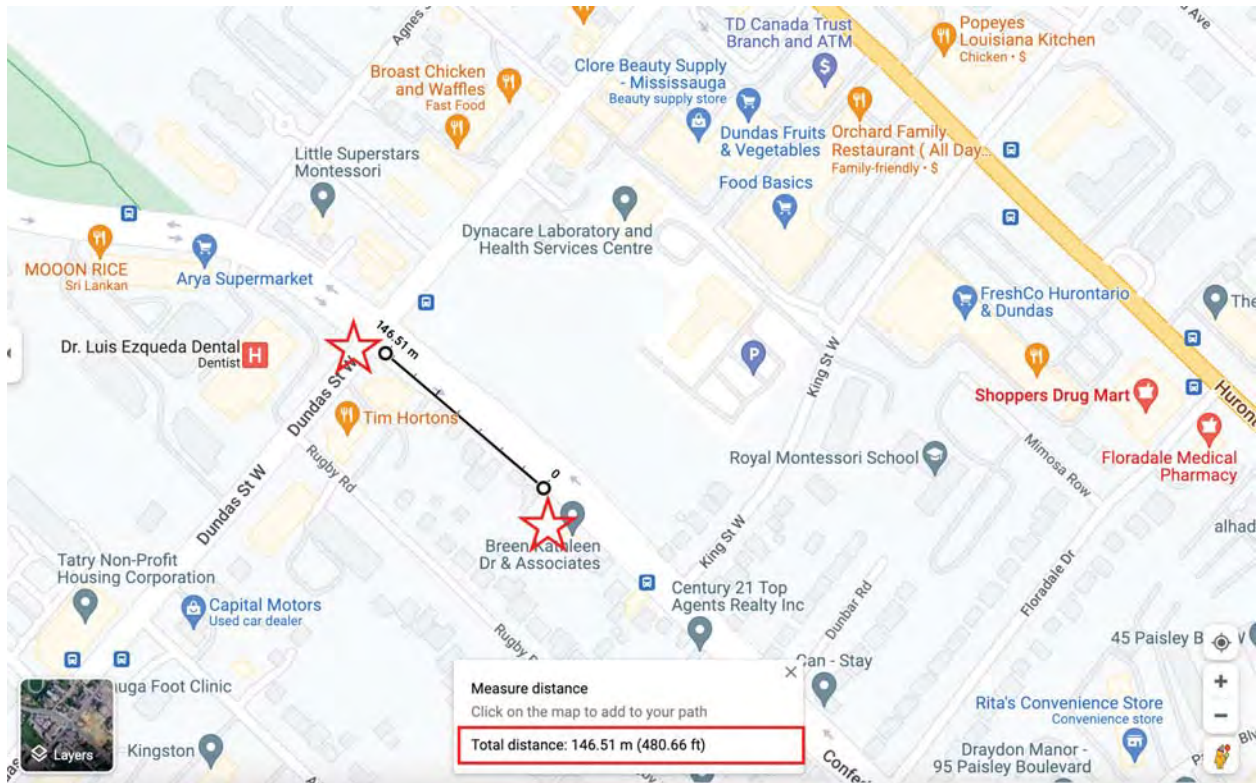
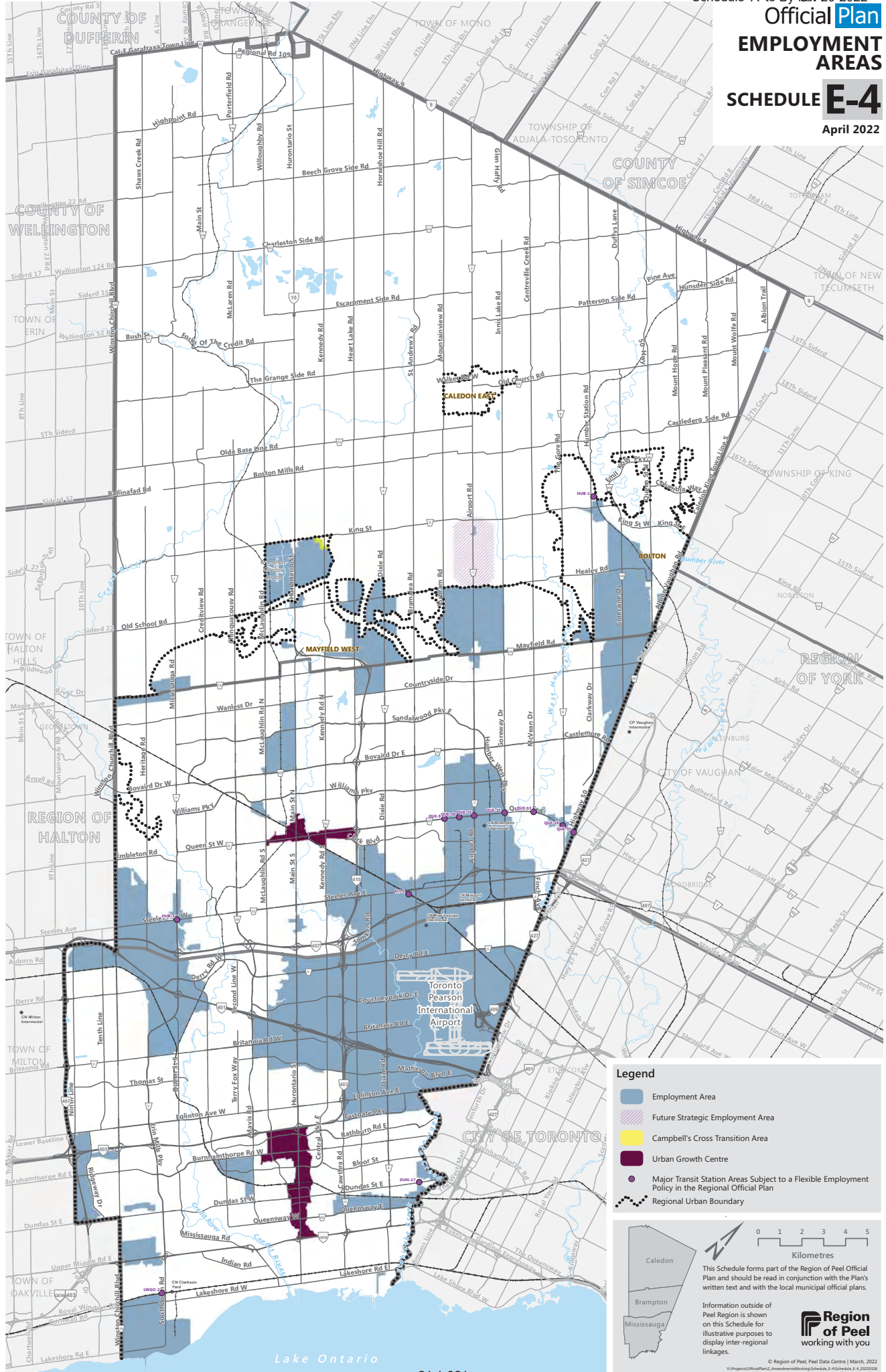


Figure 5: Property Proximity to Proposed BRT Station



Legend

- Employment Area
- Future Strategic Employment Area
- Campbell's Cross Transition Area
- Urban Growth Centre
- Major Transit Station Areas Subject to a Flexible Employment Policy in the Regional Official Plan
- Regional Urban Boundary

Legend

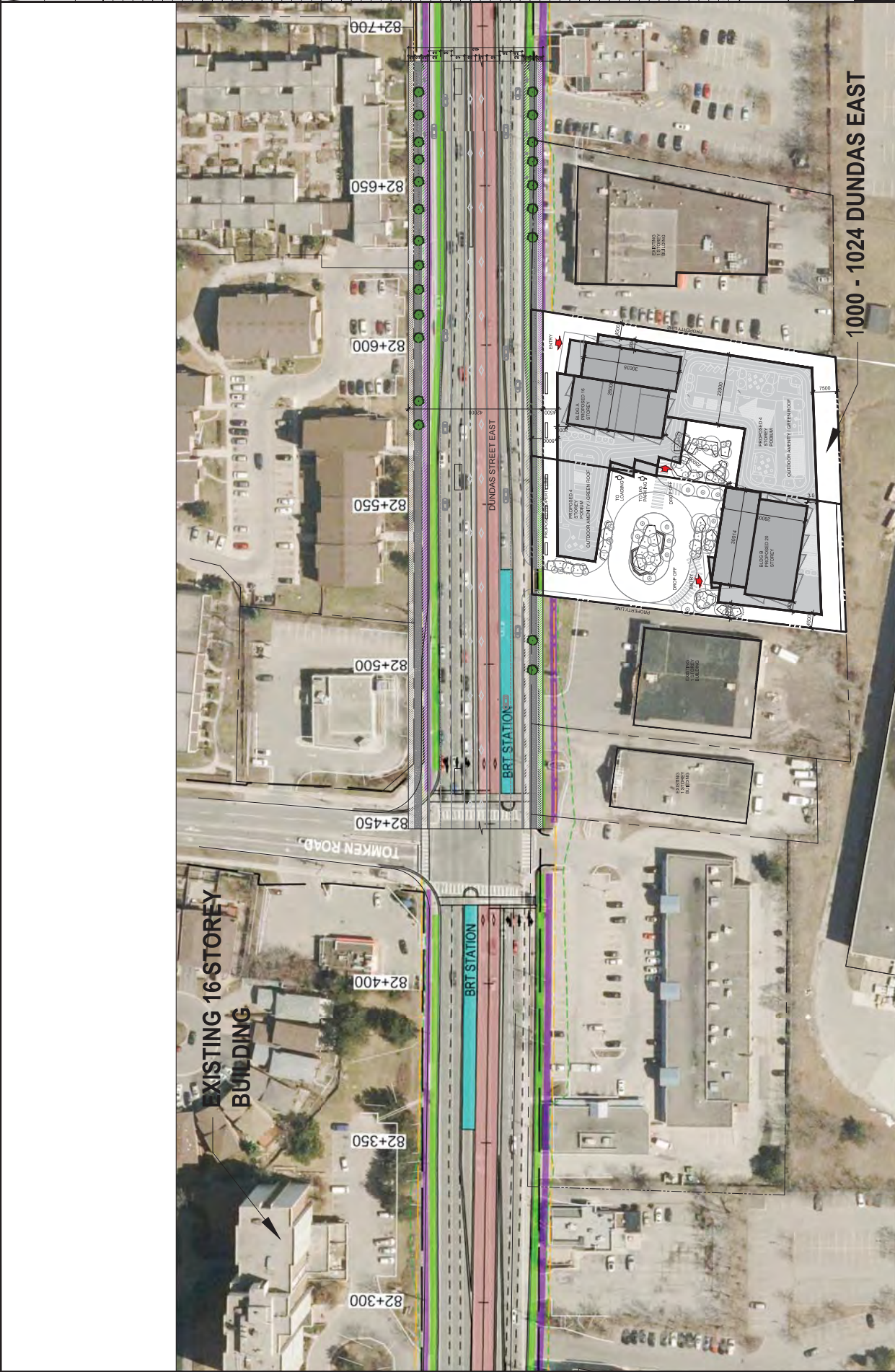
0 1 2 3 4 5
Kilometres

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the local municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

Region of Peel
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LEGEND

- PROPOSED SIDEWALK
- PROPOSED BRT LINE
- PROPOSED BRT STATION
- EXISTING ROW
- MISSISSAUGA OP 42m ROW
- PROPOSED CYCLE TRACK
- PROPOSED MUP
- APPROXIMATE GRADING LIMITS
- PROPOSED RETAINING WALL

1000 - 1024 DUNDAS EAST

EXISTING 16-STOREY BUILDING

NO.	REVISION	DATE
1	ISSUED FOR PERMITS SET	2022
2	REVISED PER PERMITS SET	2022

DATE	DESCRIPTION	BY	CHKD
2022/07/20/2023			

W&M ARCHITECTS
 255 SPADINA AVENUE
 SUITE 200
 TORONTO, ONTARIO M5S 2E1
 TEL: 416-593-9333
 WWW.WMARCHITECTS.COM

1000-1024 DUNDAS
 MISSISSAUGA, ONTARIO

Scale: 1:400
 Project: 07395.000
 Sheet: A-102

Sheet Title: SITE PLAN


Ashley (Group of Companies)

918 Dundas Street E., Suite 500
Mississauga, ON
L4Y 4H9

Office: 905-276-9980

Fax: 905-276-9957 Email: aohmain@ashleyoakshomes.com

584463 ONTARIO LIMITED

May 27, 2022

Your Worship Mayor Bonnie Crombie and City Councillors,
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

**PROPOSED MAJOR TRANSIT AREA AND DUNDAS COORIDOR OFFICIAL PLAN
AMENDMENTS TO IMPLEMENT THE PROVINCIAL A PLACE TO GROW PLAN,
NEW REGION OF PEEL OFFICIAL PLAN AND THE DUNDAS CONNECTS MASTER
PLAN**

We own **918, 920 and 922 Dundas Street East, Mississauga** (herein the “property”) which fronts onto the south side of Dundas Street East and is located to the west of the Tomken Road intersection.

We request Your Worship, City Councillors and Planning and Development Committee to direct the City of Mississauga land use planning staff to make the following changes to their draft Official Plan Amendments to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan adopted April 28th, 2022 and the City’s own Dundas Connects Masterplan:

Employment Zone:

The City must remove our property from the Dixie Employment Area in accordance with the Provincial A Place To Grow Plan and the new Peel Region Official Plan adopted April 28th, 2022. The City of Mississauga “Map 17-4 Dixie Employment Area” and map “Schedule 9 Character Areas” must be consistent with the enclosed “Employment Areas Schedule E-4” of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states:

“5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4.”

Land Use:

On May 9th, 2022, during a Statutory Public Meeting for City Staff’s proposed draft Major Transit Station Area Official Plan Amendment, Councillor Carlson had sought the position of City Staff in relation to a deputation made by adjacent landowner’s land use planning counsel, Mr. Peter Gross of Gowling WLG representing the Ahmed Group, for the residential mixed-use redevelopment of their lands at 1000 and 1024 Dundas Street East, Mississauga. Commissioner Andrew Whittemore, Planning & Building of City Staff responded that:

*“Through the chair, thank you for the deputation, obviously staff would be happy to sit down and discuss with you, but I will point out to the committee that this property is directly in proximity to Mother Parkers (Inc.) which is a property that you talked to just last week, so, it’s a complex site, and a lot of the **complexity** of these properties in and around that area will really be fully addressed through the Dundas Connects report which I believe is coming on May 30th, so, we’ll have some time to talk about that, but I just wanted to provide the PDC some content.”*

We understand that the complexity concerns of City Staff outlined by Commissioner Whittemore relate to Mother Parkers Tea & Coffee Inc. who operates nearby and has lobbied the City against allowing the residential mixed-use redevelopment of our property on the basis of supposed land use compatibility concerns.

Rowan Williams Davies & Irwin Inc., a world renowned international multi-disciplinary engineering firm (herein “RWDI”) have completed a Land Use Compatibility Study in accordance with the City of Mississauga Terms of Reference for Ahmed Group’s lands and they have concluded that the residential mixed-use re-development of these lands would be compatible with Mother Parkers Tea & Coffee Inc.’s operations (i.e., current, and future potential noise and odours). We believe that there would be identical findings for our property, which would similarly also allow for the future redevelopment of our property for a residential mixed-use building.

Despite Ahmed Group having retained RWDI to complete a Land Use Compatibility Study that has concluded that the residential mixed-use re-development of their lands would be compatible with Mother Parkers Tea & Coffee Inc., City Staff have declined to provide Ahmed Group with a DARC meeting and propose to include both their and our property within the employment zone in the Dundas Corridor Official Plan Amendment, freezing our rights to redevelop our property for residential mixed-use purposes. The decision to freeze our land use due to “**complexity**” is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits the filing of applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments

Accordingly we seek the re-designation of our property on proposed draft map “Protected Major Transit Station Area Schedule 11-G” to be changed from “Mixed Use” to “Mixed Use Limited,” **similar to other properties along Dundas Street and within Major Transit Station Areas**, allowing for the future redevelopment of our property for a mixed-use building containing residential uses, without the need for an Official Plan Amendment in accordance with the Provincial A Place To Grow Plan and the new Region of Peel Official Plan, as well as the recommendation on page 118 of the City’s own Dundas Connects Master Plan which reads as follows:

“Lands that are currently designated mixed use along the (Dundas) corridor and near major transit stations should also allow for residential, major office and institutional uses to support the achievement of intensification targets.”

This redesignation of our lands in City Staff’s proposed official plan amendments would permit our lands to be truly Mixed Use and allow for a more appropriate transition to existing residential lands across the street from our property.

Height, Density, and our Right of Appeal:

- The Provincial A Place to Grow Plan Section 2.2.4.3.b. prescribes the following minimum development density for our property, which is further supported by the new Region of Peel Official Plan:

*"3. Major transit station areas on priority transit corridors or subway lines will be planned for a **minimum density target** of:*

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If it's approved, correct.

- City Staff's decision of using maximum heights to "**guide density**" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits filing applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments.
- The ability of the City to freeze the rights of our property was to protect the above cited minimum development densities from appeal, and not to impose a maximum development density, which City Staff are now proposing indirectly through maximum building height limits.
- Accordingly, we ask that your Worship and City Councillors direct City Staff to remove the proposed maximum limit on building heights for our property as proposed on draft map Protected Major Transit Station Area Schedule 11-G.
- It is important to note existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate for a property such as ours located directly adjacent to the upcoming Tomken Road Bus Rapid Transit Station.

Ahmed Group's Development Project at 1000 & 1024 Dundas Street East, Mississauga:

- Ahmed Group has informed us of their proposed mixed-use purpose-built rental apartment development project at 1000 & 1024 Dundas Street East, Mississauga, as shown on enclosed plans marked as Schedule B.
- We support Ahmed Group's project for their property, specifically the proposed land uses, development density and building heights.
- We ask that your Worship and City Councillors direct City Staff to meaningfully engage in discussions with Ahmed Group and expedite the review of their project.

We would like to thank Your Worship Mayor Bonnie Crombie, City Councillors, the City of Mississauga Planning and Development Committee, and the City of Mississauga land use planning staff for making the changes that we have requested to the draft Major Transit Station Area Official Plan Amendment and the draft Dundas Corridor Official Plan Amendment, to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City's own Dundas Connects Masterplan.

Yours Sincerely,

584463 ONTARIO LIMITED (ASHLEY GROUP)

Per: 

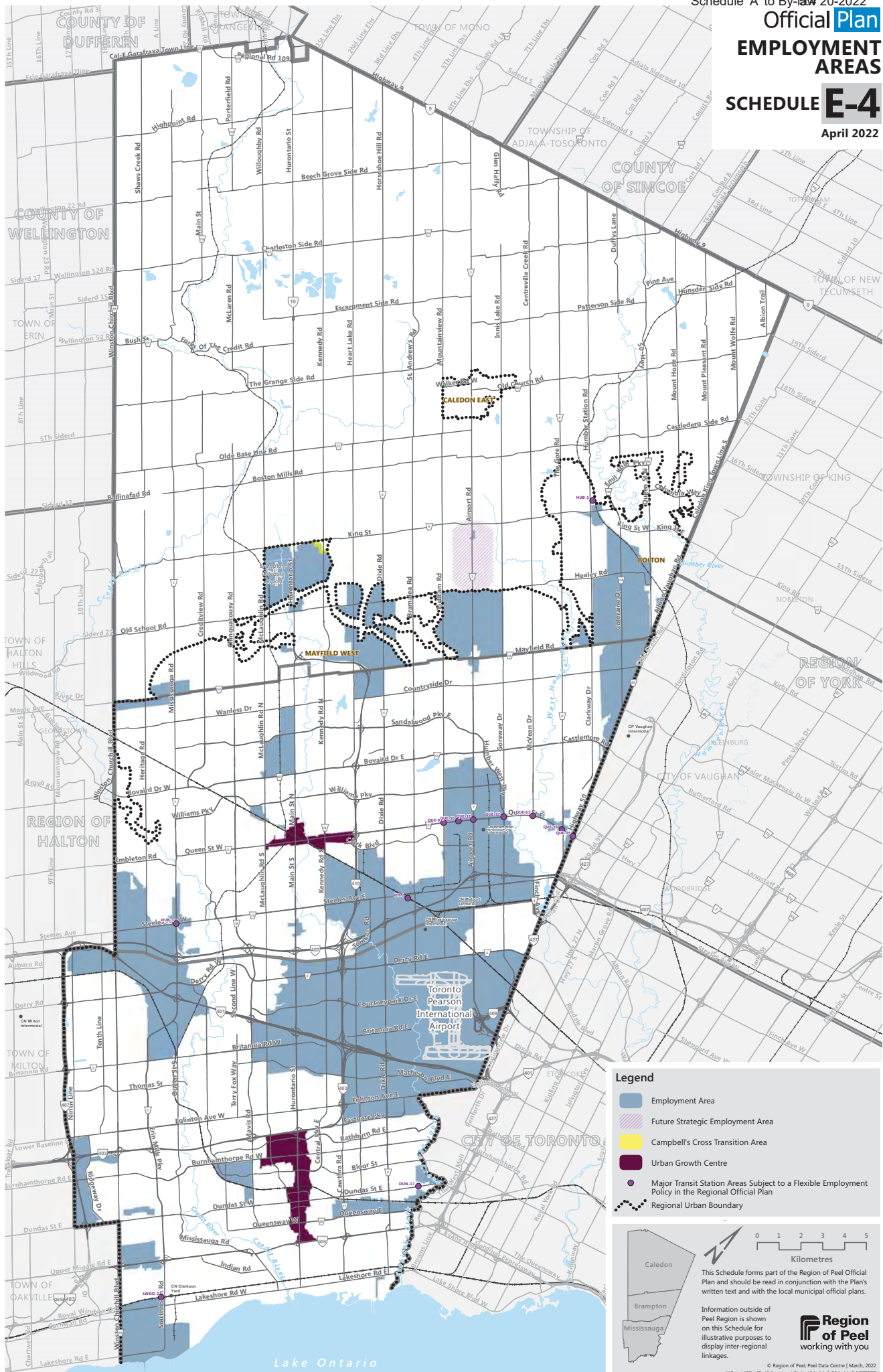
Andjelka Vuckovic, President

c.c:

1. Your Worship Mayor Bonnie Crombie - mayor@mississauga.ca
2. Ward 1 - Councillor Stephen Dasko - stephen.dasko@mississauga.ca
3. Ward 2 - Councillor Pat Mullin - pat.mullin@mississauga.ca

4. Ward 3 – Councillor Chris Fonseca - chris.fonseca@mississauga.ca
5. Ward 4 – Councillor John Kovac - john.kovac@mississauga.ca
6. Ward 5 – Councillor Carolyn Parrish - carolyn.parrish@mississauga.ca
7. Ward 6 – Councillor Ron Starr - ron.starr@mississauga.ca
8. Ward 7 – Councillor Dipika Damerla - dipika.damerla@mississauga.ca
9. Ward 8 – Councillor Matt Mahoney - matt.mahoney@mississauga.ca
10. Ward 9 – Councillor Pat Saito - pat.saito@mississauga.ca
11. Ward 10 – Councillor Sue McFadden - sue.mcfadden@mississauga.ca
12. Ward 11 – Councillor George Carlson - george.carlson@mississauga.ca
13. Commissioner Planning and Building – Andrew Whitemore – andrew.whitemore@mississauga.ca
14. City Clerk and Director, Legislative Services – Diana Rusnov – diana.rusnov@mississauga.ca
15. Moe Ahmed, President and CEO, Ahmed Group – m@ahmed.group
16. Timothy Harris, COO, Ahmed Group – timothy@ahmed.group
17. Jose Garreton, Senior Project Manager, Ahmed Group – jose@ahmed.group
18. Peter Gross, Partner, Gowling WLG – peter.gross@gowlingwlg.com
19. Brian Parker, Senior Land Planner, Gowling WLG – brian.parker@gowlingwlg.com

John Lohmus, Senior Land Planner, Plan Logic Consulting – johnlohmus@outlook.com



Legend

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- Future Strategic Employment Area
- Campbell's Cross Transition Area
- Urban Growth Centre
- Major Transit Station Areas Subject to a Flexible Employment Policy in the Regional Official Plan
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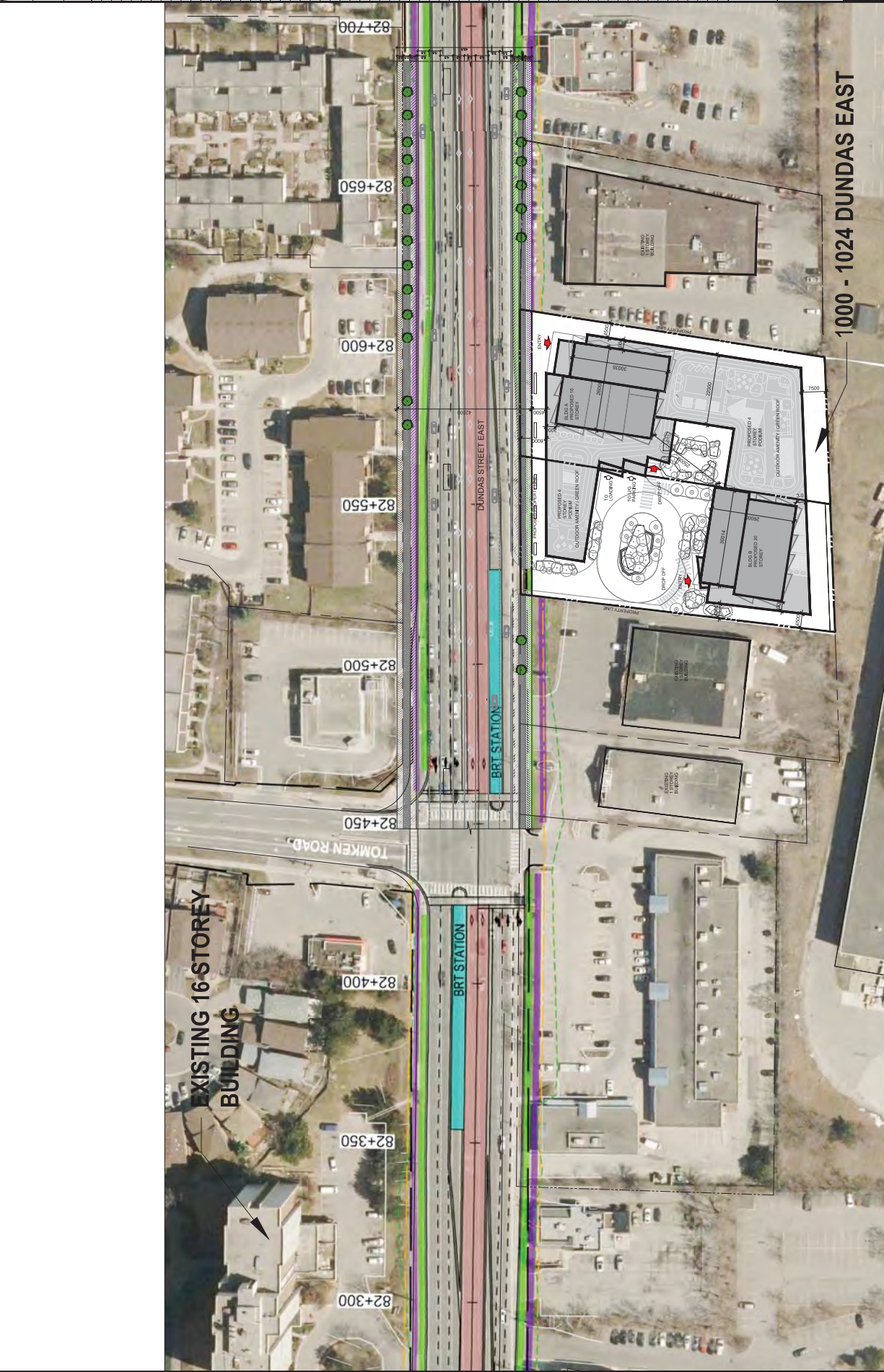
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- LEGEND**
- PROPOSED SIDEWALK
 - PROPOSED CYCLE TRACK
 - PROPOSED MUP
 - APPROXIMATE GRADING LIMITS
 - PROPOSED RETAINING WALL
 - PROPOSED BRT LANE
 - PROPOSED BRT STATION
 - EXISTING ROW
 - MISSISSAUGA OP 42m ROW

1000 - 1024 DUNDAS EAST

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITS SET	2022
2	REVISION	
3	REVISION	
4	REVISION	

PROJECT INFORMATION	
PROJECT NO.	2022-05-000001
PROJECT NAME	MISSISSAUGA BRT STATION #16
CITY	MISSISSAUGA
CLIENT	MISSISSAUGA TRANSIT
DATE	2022
DESIGNED BY: [NAME]	
DRAWN BY: [NAME]	
CHECKED BY: [NAME]	
APPROVED BY: [NAME]	
DATE: [DATE]	

W2MH ARCHITECTS
 1000-1024 DUNDAS
 MISSISSAUGA, ONTARIO
 L5S 2W7

Project Name: \W2mh\7993\A72993\A72993-Design (2D-01)\SITE PLAN-#16 STOREY EX.dwg
 Plot Time: May 09, 2022 - 11:09m

Scale: 1:400
 Plot Area: 07395.000
 Sheet: A-102

From: [Diana Rusnov](#)
To: [Bashar Al-Hussaini](#)
Subject: FW: PROPOSED MAJOR TRANSIT AREA AND DUNDAS COORIDOR
Date: Thursday, June 2, 2022 2:02:48 PM
Attachments: [Outlook-rhzbcrhg.png](#)
[Schedule A.pdf](#)
[Schedule B.pdf](#)

For your file/info

From: Linda Rabbito [mailto:linda@trutone.ca]
Sent: Friday, May 27, 2022 12:22 PM
To: Mayor Bonnie Crombie <mayor@mississauga.ca>
Cc: Stephen Dasko <Stephen.Dasko@mississauga.ca>; Pat Mullin <Pat.Mullin@mississauga.ca>; Chris Fonseca <Chris.Fonseca@mississauga.ca>; John Kovac <John.Kovac@mississauga.ca>; Carolyn Parrish <Carolyn.Parrish@mississauga.ca>; Ron Starr <Ron.Starr@mississauga.ca>; Dipika Damerla <Dipika.Damerla@mississauga.ca>; Matt Mahoney <Matt.Mahoney@mississauga.ca>; Pat Saito <Pat.Saito@mississauga.ca>; Sue McFadden <Sue.McFadden@mississauga.ca>; George Carlson <George.CARLSON@mississauga.ca>; Andrew Whittemore <Andrew.Whittemore@mississauga.ca>; Diana Rusnov <Diana.Rusnov@mississauga.ca>; m@ahmed.group; timothy@ahmed.group; Jose Garreton <jose@ahmed.group>; peter.gross@gowlingwlg.com; brian.parker@gowlingwlg.com; johnlohmus@outlook.com
Subject: PROPOSED MAJOR TRANSIT AREA AND DUNDAS COORIDOR

**B.L.W. HOLDINGS LTD.
980 Dundas St. E.
Mississauga, ON L4Y 2B8
905-270-3440**

May 25, 2022

Your Worship Mayor Bonnie Crombie and City Councilors,
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

-

PROPOSED MAJOR TRANSIT AREA AND DUNDAS COORIDOR OFFICIAL PLAN AMENDMENTS TO IMPLEMENT THE PROVINCIAL A PLACE TO GROW PLAN, NEW REGION OF PEEL OFFICIAL PLAN AND THE DUNDAS CONNECTS MASTER PLAN

We own **980 Dundas Street East, Mississauga** (herein the “property”) which fronts onto the south side of Dundas Street East and is located directly to the south-east of the Tomken Road intersection.

We request Your Worship, City Councilors and Planning and Development Committee to direct the City of Mississauga land use planning staff to make the following changes to their draft Official Plan Amendments to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan adopted April 28th, 2022 and the City’s own Dundas Connects Masterplan:

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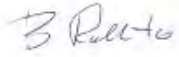
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Yours Sincerely,

BLW HOLDINGS INC.

Per:



Mr. Bob Rabbito, President

c.c:

Your Worship Mayor Bonnie Crombie - mayor@mississauga.ca
 Ward 1 - Councillor Stephen Dasko - stephen.dasko@mississauga.ca
 Ward 2 - Councillor Pat Mullin - pat.mullin@mississauga.ca
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 Ward 6 - Councillor Ron Starr - ron.starr@mississauga.ca
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 Commissioner Planning and Building - Andrew Whitemore - andrew.whitemore@mississauga.ca
 City Clerk and Director, Legislative Services - Diana Rusnov - diana.rusnov@mississauga.ca
 Moe Ahmed, President and CEO, Ahmed Group - m@ahmed.group
 Timothy Harris, COO, Ahmed Group - timothy@ahmed.group
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Respectfully,

Linda Rabbito
 Office Administrator

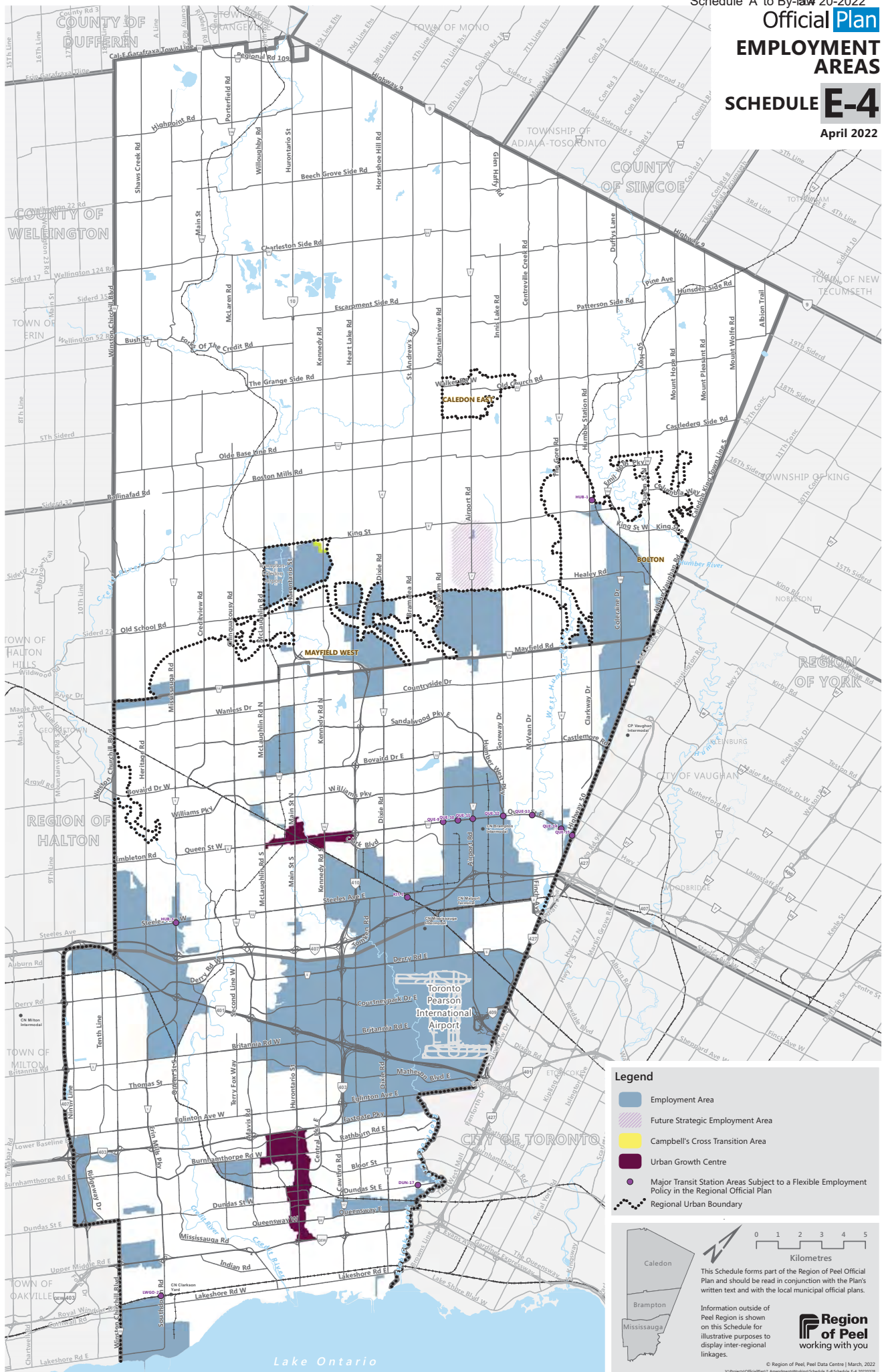
Trutone Electronics

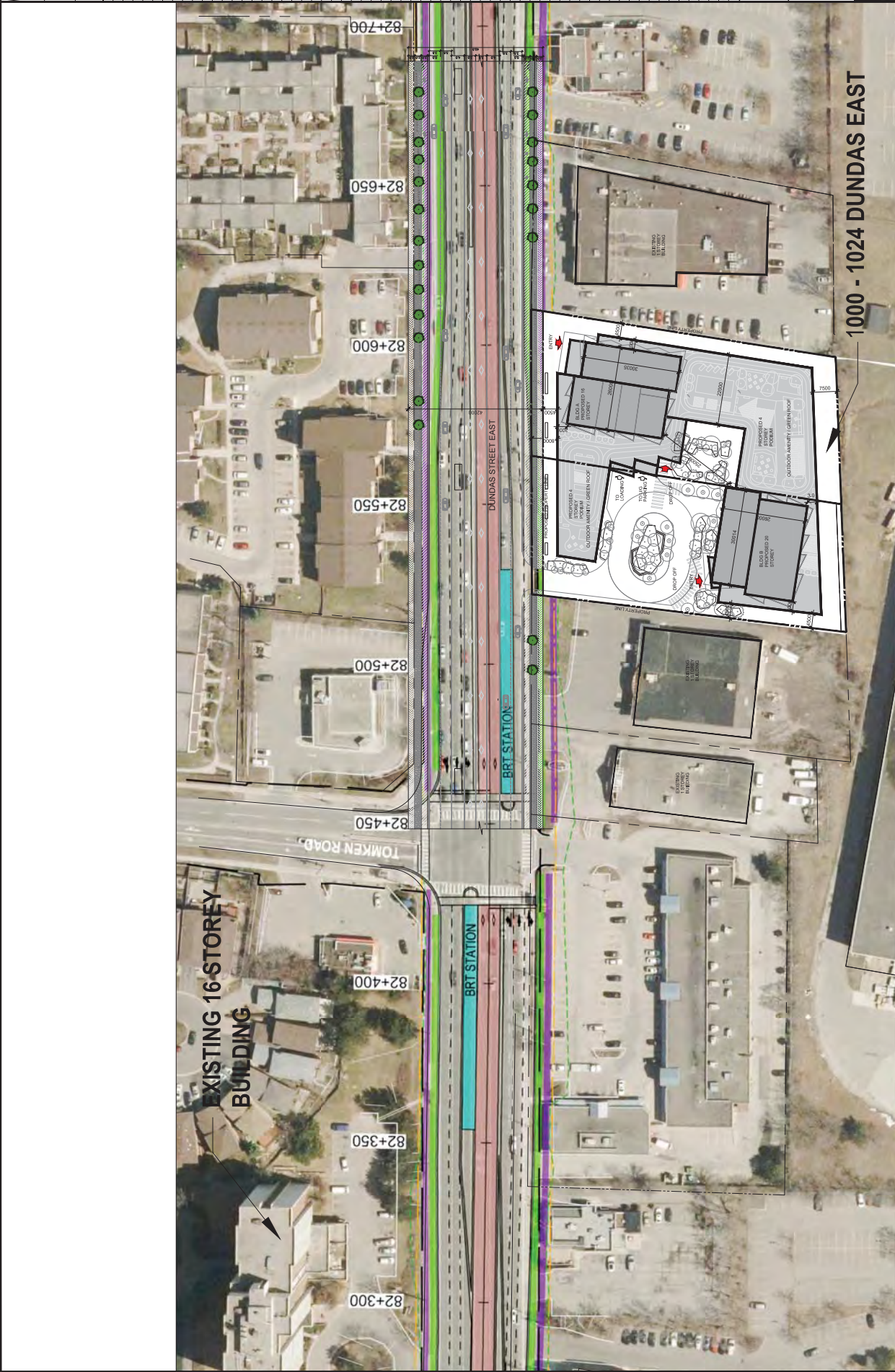
T: 905-270-3440

Cell:

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This e-mail and any attachments, contain Trutone Electronics confidential information that is proprietary, privileged, and protected by applicable laws. If you have received this message in error and are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy this e-mail, any attachments or copies therein forthwith. Please notify the sender immediately by e-mail if you have received this e-mail in error.

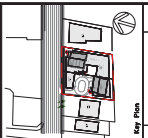




LEGEND

- PROPOSED SIDEWALK
- PROPOSED BRT LINE
- PROPOSED BRT STATION
- EXISTING ROW
- MISSISSAUGA OP 42m ROW
- PROPOSED CYCLE TRACK
- PROPOSED MUP
- APPROXIMATE GRADING LIMITS
- PROPOSED RETAINING WALL

1000 - 1024 DUNDAS EAST



NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITS SET	2022
2	REVISED FOR PERMITS SET	2022

DESIGNED BY: WEINH ARCHITECTS
 DRAWN BY: WEINH ARCHITECTS
 CHECKED BY: WEINH ARCHITECTS
 DATE: 05/09/2022

PROJECT NO: 2022-001
 SHEET NO: A-102

WEINH ARCHITECTS
 1000-1024 DUNDAS
 MISSISSAUGA, ONTARIO

Scale: 1:400
 Date: 07/29/2022

Sheet Title: SITE PLAN

Project Name: 1000-1024 DUNDAS EAST
 Drawing No: A-102

Client: MISSISSAUGA
 Project: 1000-1024 DUNDAS EAST

Scale: 1:400
 Date: 07/29/2022

Sheet Title: SITE PLAN

Project Name: 1000-1024 DUNDAS EAST
 Drawing No: A-102

Client: MISSISSAUGA
 Project: 1000-1024 DUNDAS EAST

Scale: 1:400
 Date: 07/29/2022

Sheet Title: SITE PLAN

Project Name: 1000-1024 DUNDAS EAST
 Drawing No: A-102

Client: MISSISSAUGA
 Project: 1000-1024 DUNDAS EAST

Scale: 1:400
 Date: 07/29/2022

Sheet Title: SITE PLAN

Project Name: 1000-1024 DUNDAS EAST
 Drawing No: A-102

May 30, 2022

File No.: 589429-1

Sent Via Email: Andrew.whittemore@mississauga.ca and Jason.bevan@mississauga.ca

Mr. Andrew Whittemore, Commissioner of Planning and Building
 Mr. Jason Bevan, Director, City Planning Strategies
 City of Mississauga
 300 City Centre Drive
 Mississauga, ON L5B 3C1

Dear Sirs:

Re: City-Wide Major Transit Station Area Study – Draft OPA
Your File: LA.07-CIT
Our Client: Bronte College
Our Client's Property: 88 Bronte College Court and 2156 Hurontario Street, Mississauga

We are the solicitors for Bronte College which is the owner of property municipally known as 88 Bronte College Court and 2156 Hurontario Street in the City of Mississauga ("Subject Property"). Our client operates a private school at 88 Bronte College Court.

We have been actively participating in the Downtown Fairview, Cooksville and Hospital Policy Review- Draft Official Plan Amendment and Built Form Standards process since the Subject Property is located within the Downtown Hospital Policy Review Area. On February 2, 2022, we filed a letter with Mayor Crombie and City Council advising of our client's general concern regarding the potential impact of the proposed Downtown Hospital Policies on the Subject Property followed by a meeting with Mayor Crombie, Councillor Damerla and Planning staff to discuss our client's concerns regarding the proposed redevelopment of the adjacent hospital site, specifically in regard to the location of the proposed, above grade, parking garage immediately opposite the Bronte College student residence. A further meeting was held with Planning staff regarding the implications of the proposed redevelopment of the Mississauga Hospital site and of the Draft Downtown Hospital Policy Review Official Plan Amendment, followed by a letter submission to Planning and Development Committee dated May 4, 2022 and most recently, an in-person deputation to Planning and Development Committee on May 9, 2022.

Although it is our client's interest to remain at their current location, we have concerns that the Hospital site redevelopment will not be able to incorporate acceptable mitigation solutions dealing with such matters as noise, air quality, light and shadowing. This may result in the Collage needing to look at other options. Accordingly, we need to ensure that the Subject Property is being considered for it's future highest and best use.

Fernanda Lopes & Associados ► Guevara & Gutierrez ► Paz Horowitz Abogados ► Sirote ► Adepetun Caxton-Martins Agbor & Segun ► Davis Brown ► East African Law Chambers ► Eric Silwamba, Jalasi and Linyama ► Durham Jones & Pinegar ► LEAD Advogados ► Rattagan Macchiavello Arocena ► Jiménez de Aréchaga, Viana & Brause ► Lee International ► Kensington Swan ► Bingham Greenebaum ► Cohen & Grigsby ► Sayarh & Menjra ► For more information on the firms that have come together to form Dentons, go to [dentons.com/legacyfirms](https://www.dentons.com/legacyfirms)

We have put forward our position that the Subject Property has far greater height potential than what is currently proposed in the Draft Downtown Hospital Policy Review Official Plan Amendment. This is based, in part, on the following:

- Bronte College Court currently serves only non-residential uses, allowing for intensification with no impact on stable, local, residential streets;
- The Subject Lands are located adjacent to the Mississauga Hospital site which is being redeveloped for a full range of uses, in addition to the hospital itself;
- Based on information currently available, the maximum height proposed on the Hospital site is equivalent to 35 to 40 residential storeys; and
- The Subject Lands are located to the northwest of a site, municipally known as 2114, 2124, 2130 Hurontario Street and 2095 – 2143 Grange Drive (the “Gordon Woods Condo” site), which is zoned for a maximum building height of 29 residential storeys.

It is, therefore, our respectful submission that the maximum height for the Subject Lands should fall between the maximum height for the Hospital site and the approved height of 29 storeys on the Gordon Woods Condo site.

Based on our continued, active participation in the Downtown Hospital Policy Review process, we expect that any policy revisions to our client’s property will also be reflected in the City-Wide Major Transit Station Area Study - Draft Official Plan Amendment. Accordingly, please accept this letter as our formal request for notice regarding any future information and proceedings related to same.

Yours truly,

Dentons Canada LLP



Mary Ellen Bench
Counsel

MEB/ap

Copy: Megan Piercey, Legislative Coordinator, Legislative Services (megan.piercey@mississauga.ca)
Li Chia, Bronte College (lchia@brontecollege.ca)



May 25, 2022

Your Worship Mayor Bonnie Crombie and City Councilors,
 City of Mississauga
 300 City Centre Drive
 Mississauga, ON L5B 3C1

PROPOSED MAJOR TRANSIT AREA AND DUNDAS COORIDOR OFFICIAL PLAN AMENDMENTS TO IMPLEMENT THE PROVINCIAL A PLACE TO GROW PLAN, NEW REGION OF PEEL OFFICIAL PLAN AND THE DUNDAS CONNECTS MASTER PLAN

We are the Property Managers, authorized to act on behalf of the owners of the plaza having municipal address **960 and 966 Dundas Street East, Mississauga** (herein the "Property") which fronts onto the south side of Dundas Street East and is located to the west of the Tomken Road intersection.

We request Your Worship, City Councillors and Planning and Development Committee to direct the City of Mississauga land use planning staff to make the following changes to their draft Official Plan Amendments to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan adopted April 28th, 2022 and the City's own Dundas Connects Masterplan:

Employment Zone:

The City must remove our property from the Dixie Employment Area in accordance with the Provincial A Place To Grow Plan and the new Peel Region Official Plan adopted April 28th, 2022. The City of Mississauga "Map 17-4 Dixie Employment Area" and map "Schedule 9 Character Areas" must be consistent with the enclosed "Employment Areas Schedule E-4" of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states:

"5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4."

Land Use:

On May 9th, 2022, during a Statutory Public Meeting for City Staff's proposed draft Major Transit Station Area Official Plan Amendment, Councillor Carlson had sought the position of City Staff in relation to a deputation made by adjacent landowner's land use planning counsel, Mr. Peter Gross of Gowling WLG representing the Ahmed Group, for the residential mixed-use redevelopment of their lands at 1000 and 1024 Dundas Street East, Mississauga. Commissioner Andrew Whittemore, Planning & Building of City Staff responded that:

*"Through the chair, thank you for the deputation, obviously staff would be happy to sit down and discuss with you, but I will point out to the committee that this property is directly in proximity to Mother Parkers (Inc.) which is a property that you talked to just last week, so, it's a complex site, and a lot of the **complexity** of these properties in and around that area will really be fully addressed through the Dundas Connects report which I believe is coming on May 30th, so, we'll have some time to talk about that, but I just wanted to provide the PDC some content."*

We understand that the complexity concerns of City Staff outlined by Commissioner Whittemore relate to Mother Parkers Tea & Coffee Inc. who operates nearby and has lobbied the City against allowing the residential mixed-use redevelopment of our property on the basis of supposed land use compatibility concerns.

Rowan Williams Davies & Irwin Inc., a world renowned international multi-disciplinary engineering firm (herein "RWDI") have completed a Land Use Compatibility Study in accordance with the City of Mississauga Terms of Reference for Ahmed Group's lands and they have concluded that the residential mixed-use re-development of these lands would be compatible with Mother Parkers Tea & Coffee Inc.'s operations (i.e., current, and future potential noise and odours). We believe that there would be identical findings for our property, which would similarly also allow for the future redevelopment of our property for a residential mixed-use building.

Despite Ahmed Group having retained RWDI to complete a Land Use Compatibility Study that has concluded that the residential mixed-use re-development of their lands would be compatible with Mother Parkers Tea & Coffee Inc., City Staff have declined to provide Ahmed Group with a DARC meeting and propose to include both their and our property within the employment zone in the Dundas Corridor Official Plan Amendment, freezing our rights to redevelop our property for residential mixed-use purposes. The decision to freeze our land use due to "**complexity**" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits the filing of applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments

Accordingly we seek the re-designation of our property on proposed draft map "Protected Major Transit Station Area Schedule 11-G" to be changed from "Mixed Use" to "Mixed Use Limited," **similar to other properties along Dundas Street and within Major Transit Station Areas**, allowing for the future redevelopment of our property for a mixed-use building containing residential uses, without the need for an Official Plan Amendment in accordance with the Provincial A Place To Grow Plan and the new Region of Peel Official Plan, as well as the recommendation on page 118 of the City's own Dundas Connects Master Plan which reads as follows:

"Lands that are currently designated mixed use along the (Dundas) corridor and near major transit stations should also allow for residential, major office and institutional uses to support the achievement of intensification targets."

This redesignation of our lands in City Staff's proposed official plan amendments would permit our lands to be truly Mixed Use and allow for a more appropriate transition to existing residential lands across the street from our property.

Height, Density, and our Right of Appeal:

- The Provincial A Place to Grow Plan Section 2.2.4.3.b. prescribes the following minimum development density for our property, which is further supported by the new Region of Peel Official Plan:

*"3. Major transit station areas on priority transit corridors or subway lines will be planned for a **minimum density target** of:*

b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or"

- On May 9th, 2022, during a Public Meeting for the Major Transit Station Area Official Plan Amendment, Councillor Parrish had rightfully questioned City Staff on the necessity of maximum heights as proposed in the draft official plan amendment, as well as the rights of landowners to appeal. The following was said:

Councillor Carolyn Parrish

Yes, thank you very much for your presentation. I read this all very carefully, and the map, the reason I'm looking at Cooksville isn't because I'm the Councillor there it's because I'm a resident there, and I, I first of all was also Chair of the Planning and Growth Committee at the Region (of Peel), and at no point did we talk about heights? Is this a unique preoccupation with Mississauga or is this something we were instructed to look at?

Bashar Al-Hussaini, City Planner and Project Lead

*So in order for MTSAs to be protected MTSAs which would basically mean enable inclusionary zoning among other things and protect policies from appeal, we would need to define heights, minimum and maximum heights. **Those heights are also currently being used to guide densities within the MTSAs.** In terms of requirements for heights, we have proposed this approach because we felt that the FSI approach in terms of build-form is potentially not the best route to take, and that height requirements would be more sort of prescriptive.*

Councillor Carolyn Parrish

So, what I'm hearing from you was this was a decision, internal decision, to look at heights rather than FSI?

Bashar Al-Hussaini, City Planner and Project Lead

Correct...

Councillor Carolyn Parrish

So, if the world is going to tall towers, tall point towers. We're going to stick with little block buildings if we have to?

Bashar Al-Hussaini, City Planner and Project Lead

So in terms of meeting the minimum density targets, umm...

Councillor Carolyn Parrish

*I get all of that. I lived in the Region – I'm telling you. **So, you're telling me that this is a decision made locally, and once it's made, if it goes into our MTSA (Major Transit Station Area Official Plan Amendment), its not appealable and there is no negotiations?***

Bashar Al-Hussaini, City Planner and Project Lead

If it's approved, correct.

- City Staff's decision of using maximum heights to "**guide density**" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits filing applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments.
- The ability of the City to freeze the rights of our property was to protect the above cited minimum development densities from appeal, and not to impose a maximum development density, which City Staff are now proposing indirectly through maximum building height limits.
- Accordingly, we ask that your Worship and City Councillors direct City Staff to remove the proposed maximum limit on building heights for our property as proposed on draft map Protected Major Transit Station Area Schedule 11-G.
- It is important to note existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate for a property such as ours located directly adjacent to the upcoming Tomken Road Bus Rapid Transit Station.

Ahmed Group's Development Project at 1000 & 1024 Dundas Street East, Mississauga:

- Ahmed Group has informed us of their proposed mixed-use purpose-built rental apartment development project at 1000 & 1024 Dundas Street East, Mississauga, as shown on enclosed plans marked as Schedule B.
- We support Ahmed Group's project for their property, specifically the proposed land uses, development density and building heights.
- We ask that your Worship and City Councillors direct City Staff to meaningfully engage in discussions with Ahmed Group and expedite the review of their project.

We would like to thank Your Worship Mayor Bonnie Crombie, City Councillors, the City of Mississauga Planning and Development Committee, and the City of Mississauga land use planning staff for making the changes that we have requested to the draft Major Transit Station Area Official Plan Amendment and the draft Dundas Corridor Official Plan Amendment, to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City's own Dundas Connects Masterplan.

Yours Sincerely,

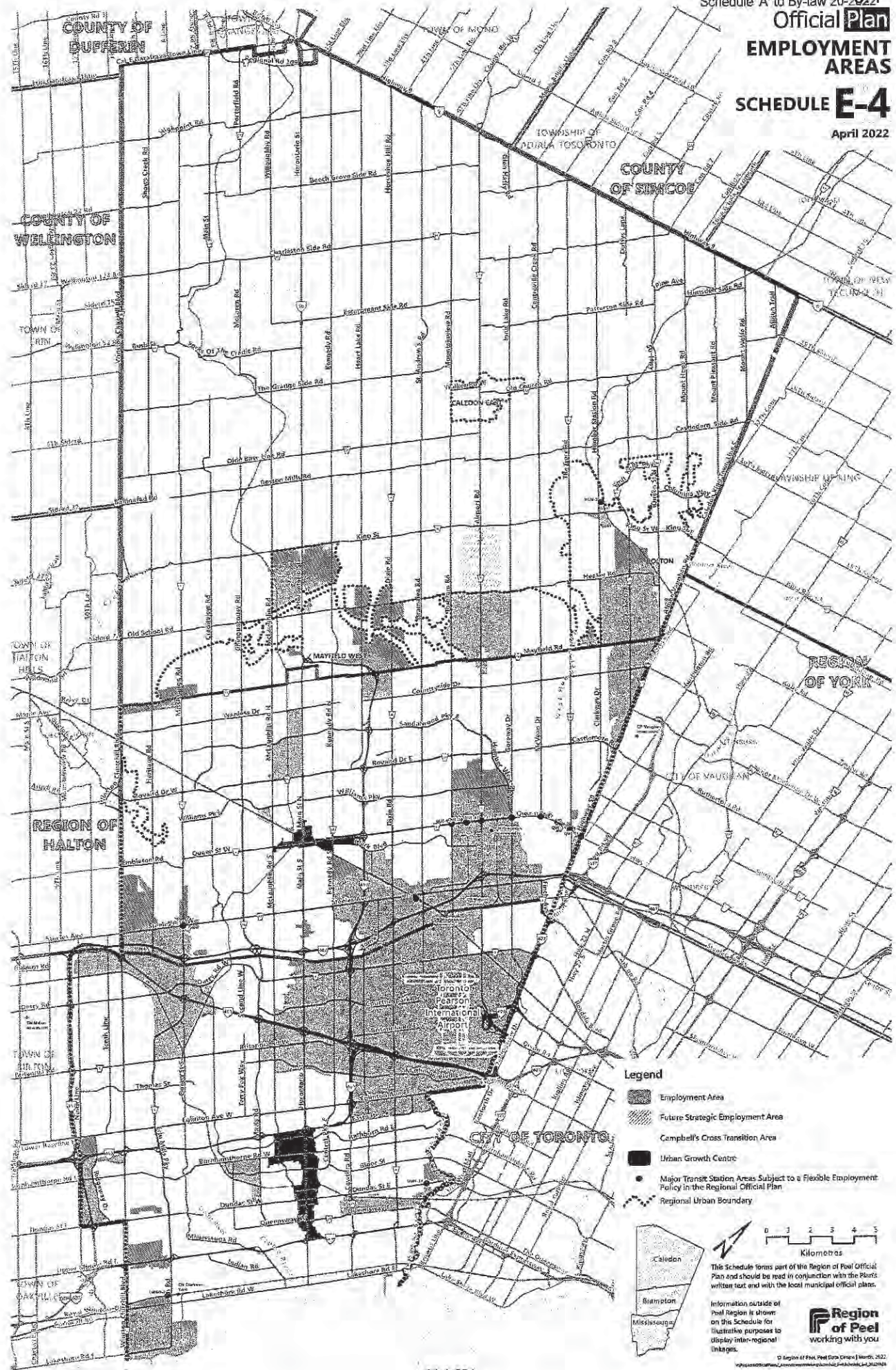
GOLFOUR PROPERTY SERVICES INC.

Per: 

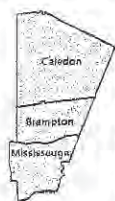
Michael Eveleigh, CPA, CA

c.c:

1. Your Worship Mayor Bonnie Crombie - mayor@mississauga.ca
2. Ward 1 - Councillor Stephen Dasko - stephen.dasko@mississauga.ca
3. Ward 2 - Councillor Pat Mullin - pat.mullin@mississauga.ca
4. Ward 3 - Councillor Chris Fonseca - chris.fonseca@mississauga.ca
5. Ward 4 - Councillor John Kovac - john.kovac@mississauga.ca
6. Ward 5 - Councillor Carolyn Parrish - carolyn.parrish@mississauga.ca
7. Ward 6 - Councillor Ron Starr - ron.starr@mississauga.ca
8. Ward 7 - Councillor Dipika Damerla - dipika.damerla@mississauga.ca
9. Ward 8 - Councillor Matt Mahoney - matt.mahoney@mississauga.ca
10. Ward 9 - Councillor Pat Saito - pat.saito@mississauga.ca
11. Ward 10 - Councillor Sue McFadden - sue.mcfadden@mississauga.ca
12. Ward 11 - Councillor George Carlson - george.carlson@mississauga.ca
13. Commissioner Planning and Building - Andrew Whittemore - andrew.whittemore@mississauga.ca
14. City Clerk and Director, Legislative Services - Diana Rusnov - diana.rusnov@mississauga.ca
15. Moe Ahmed, President and CEO, Ahmed Group - m@ahmed.group
16. Timothy Harris, COO, Ahmed Group - timothy@ahmed.group
17. Jose Garreton, Senior Project Manager, Ahmed Group - jose@ahmed.group
18. Peter Gross, Partner, Gowling WLG - peter.gross@gowlingwlg.com
19. Brian Parker, Senior Land Planner, Gowling WLG - brian.parker@gowlingwlg.com
20. John Lohmus, Senior Land Planner, Plan Logic Consulting - johnlohmus@outlook.com



- Legend**
- Employment Area
 - Future Strategic Employment Area
 - Campbell's Cross Transition Area
 - Urban Growth Centre
 - Major Transit Station Areas Subject to a Flexible Employment Policy in the Regional Official Plan
 - Regional Urban Boundary



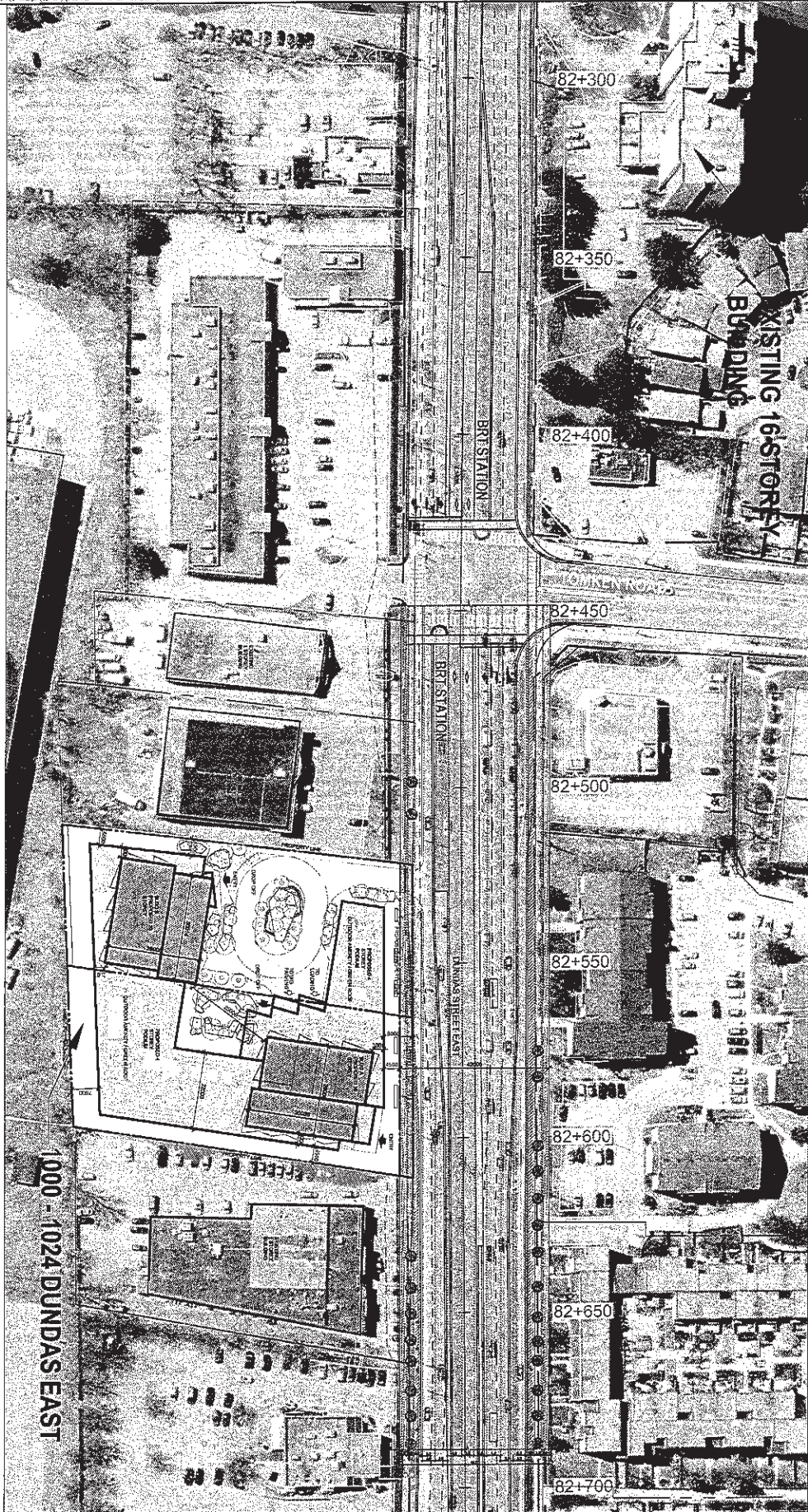
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This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plans without text and with the local municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

Region of Peel
 working with you

Plot 0002 - May 08, 2012 - V.1001
 Drawing Date: V:\proj\1002\1002_01\1002_01_05.dwg



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[Symbol]	PROPOSED RETAINING WALL

1000 - 1024 DUNDAS EAST

		<p>1000-1024 DUNDAS MISSISSAUGA ONTARIO</p>	
<p>DATE: 07/30/2012 TIME: 1:40:00 DRAWN: A-102</p>	<p>SCALE: 1:400</p>	<p>PROJECT: BRT STATION</p>	<p>DATE: 07/30/2012</p>



PARTNERS:

GLEN SCHNARR, MCIP, RPP

GLEN BROLL, MCIP, RPP

COLIN CHUNG, MCIP, RPP

JIM LEVAC, MCIP, RPP

May 17, 2022

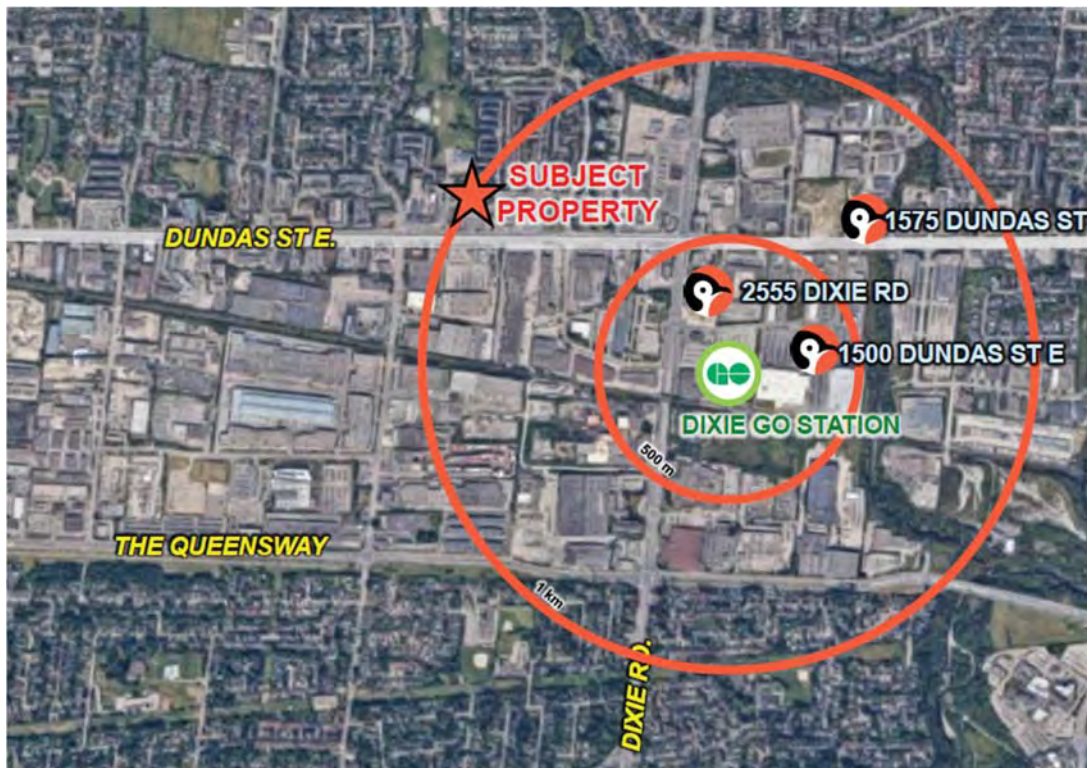
GSAI File: 1415-002

(Via Email to: angie.melo@mississauga.ca)

Mayor and Members of Council
c/o Angie Melo, Legislative Coordinator
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

**RE: Council Agenda Item 11.2: PDC Reports from
May 9, 2022, Specifically Report 6.1: City-Wide
Major Transit Area Study – Draft Official Plan Amendment.**

Glen Schnarr & Associates Inc. ('GSAI') are the planning consultants to SmartCentres Inc, owners of a 3.2-acre plaza site located at 1225 Dundas Street East, as shown below.



10 KINGSBRIDGE GARDEN CIRCLE
SUITE 700
MISSISSAUGA, ONTARIO
L5R 3K6
TEL (905) 568-8888
FAX (905) 568-8894
www.gsai.ca



GLEN SCHNARR & ASSOCIATES INC.
 URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

As SmartCentres are in the process of preparing an Official Plan and Zoning Amendment application, but have not yet filed the application, our client was reluctant to speak to the matter at last Monday's PDC meeting. However, having monitored the discussion that took place on May 9th and having just recently received notice of another MTSA related PDC meeting on May 30, 2022 dealing with the Dundas Connects/Dundas Corridor Policy Implementation Draft OPA, they have asked that comments go on public record when the matter comes to Council on May 18th.

Like many other owners of older retail strip plaza sites whose original planned functions will be transitioning in the post-covid world, SmartCentres are looking to intensify many of their retail sites on major arterial roads/transit lines to permit future mixed-use redevelopment, including this site, potentially with a purpose built rental housing component. It has become evident having participated in some of the previous Dundas Connects Master Plan meetings and the more recent Downtown Local Area Plan Reviews, particularly in Cooksville, that the proposed Protected MTSA policies have established Height Limits based on the recommendations of the 2018 Dundas Connects Master Plan. The recently released Draft OPA for this exercise reinforces this finding.

Along with several other clients who have submitted letters or made deputations on the MTSA report on May 9, 2022, our client similarly requests that height limits be removed from the MTSA policies which should more appropriately be used to define the MTSA boundaries and establish minimum density targets for transit supportive areas along the Dundas Corridor where Inclusionary Zoning can be implemented. Like the earlier Local Area Plans completed in Port Credit and Lakeview, height schedules should be included as instruments in these documents, rather than seen as non appealable or non negotiable entities in MTSA policies.

In the event that Council adopts the staff recommendations for the final Protected MTSA policies, our client would request that as part of the ongoing Dundas Corridor Policy Implementation exercise, that their lands at 1225 Dundas Street East in the Dixie GO MTSA be compared to similarly located sites in the Confederation Parkway MTSA in Cooksville. Lands with similar locational attributes, including proximity to major intersections along Dundas and being less than 800 m from an existing GO Station in Cooksville are being recommended for heights of 3-12 storeys, whereas the subject lands are being recommended for heights of 3-9 storeys in the Dixie GO MTSA. While in both instances we believe that greater heights are warranted in accordance with Provincial growth policies, these locations should be treated equally under Mississauga's MTSA and Dundas Corridor Policy Implementation exercises. Thank you for your consideration on this matter

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.

Jim Levac, MCIP, RPP
 Partner



GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

Copy: Allan Scully/Daniel Orellana, SmartCentres Inc.
Andrew Whittemore/Jason Bevan, Planning and Building Department



KITCHENER
WOODBIDGE
LONDON
KINGSTON
BARRIE
BURLINGTON

May 23, 2022

Mr. Andrew Whittemore, MURP
Commissioner of Planning & Building
City of Mississauga,
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear Mr. Whittemore:

**RE: CITY-WIDE MAJOR TRANSIT STATION AREA STUDY – DRAFT OFFICIAL PLAN AMENDMENT (DATED APRIL 14, 2022)
COMMENTS BY CRH CANADA GROUP INC., CERTAINTEED CANADA INC. AND PETRO-CANADA LUBRICANTS INC.
CITY OF MISSISSAUGA FILE NO. LA.07-CIT
OUR FILE NO. 9061DM, 21187A, 21188A**

Further to our submission dated April 28 2021 on the City-initiated Official Plan Amendment for the Clarkson Major Transit Station Area, this submission is being made on behalf of the Southdown Industrial Landowners Group (SILG) which comprises of three (3) prominent industrial landowners representing a total land area of ±175 ha (430 acres) situated in proximity to the lands being considered for the Clarkson Major Transit Station Area Official Plan Amendment, including:

- i) CertainTeed Canada Inc. (“CertainTeed”)
- ii) CRH Canada Group Inc. (“CRH”)
- iii) Petro-Canada Lubricants Inc. (“PCLI”)

Firstly, we wish to thank the City for maintaining the employment area designation within the Clarkson MTSA and the inclusion of land use compatibility measures within the draft OPA. The inclusion of sufficient draft policy addressing such matters is vital for the protection of employment areas and industrial facilities from the encroachment of sensitive land uses and to ensure their long-term viability and operation, which also play a vital role in achieving economic growth targets and projections.

The proposed Schedule 11-R in the staff report (ref: LA.07-CIT, dated: April 14, 2022) would continue to designate certain areas within the Southdown Employment Area as "Mixed Use" within the "City Structure – Employment Area", which is consistent with the current City of Mississauga Official Plan (OP) land use designations mapping.

Under the current OP, residential uses are not permitted within Mixed Use designations if they form part of the Southdown Employment Area (section 17.1.4).

The proposed policy 5.7.2.1 contained within the Draft OPA states "*The authorized uses of land are as identified by the land use designations shown in Schedule 11: Protected Major Transit Station Areas referenced in Table 5-2: Protected Major Transit Station Areas. The associated land use permissions are as per Part 3: Land Use Designations of this Plan, and applicable Local Area Plans*". Part 3: Land Use Designations of the City OP permits residential uses within Mixed Use designations. Therefore, in order to ensure that the provisions of section 17.1.4 are carried over, it is requested that policy 5.7.2.1 be reworded as follows:

5.7.2.1 The authorized uses of land are as identified by the land use designations shown in Schedule 11: Protected Major Transit Station Areas referenced in Table 5-2: Protected Major Transit Station Areas. The associated land use permissions are as per Part 3: Land Use Designations **and Chapter 17: Employment Areas** of this Plan, and applicable Local Area Plans.

Please be advised that SILG and MHBC welcome any further discussion with City (and Region) staff. We thank you for the opportunity to comment on this important initiative and request notification of any future meetings or decisions relating to the City-Wide Major Transit Station Area Study - Draft Official Plan Amendment.

Yours truly,

MHBC



Debra Walker, BES, MBA, MCIP, RPP

cc: Nicolle Bellissimo, Ash Grove
 Jessica Ferri, CRH
 Muqeeth Syed, PCLI
 Dirk Demontbrun, CertainTeed



KITCHENER
WOODBRIDGE
LONDON
KINGSTON
BARRIE
BURLINGTON

May 25, 2022

Mr. Andrew Whittemore, MURP
Commissioner of Planning & Building
City of Mississauga,
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear Mr. Whittemore:

**RE: CITY-WIDE MAJOR TRANSIT STATION AREA STUDY – DRAFT OFFICIAL PLAN AMENDMENT (DATED APRIL 14, 2022)
COMMENTS BY CRH CANADA GROUP INC., CERTAINTED CANADA INC. AND PETRO-CANADA LUBRICANTS INC.
CITY OF MISSISSAUGA FILE NO. LA.07-CIT
OUR FILE NO. 9061DM, 21187A, 21188A**

In addition to our submission dated May 23, 2022, this submission is being made on behalf of the Southdown Industrial Landowners Group (SILG), whom wish to submit further comments on the City-Wide Major Transit Station Area Study - Draft Official Plan Amendment.

In planning the Clarkson MTSA, the Province and the City must consider three provincial objectives:

- i) protecting provincially-significant employment areas, particularly those that are provincially-significant;
- ii) accommodating intensification through established minimum density targets; and
- iii) ensuring that major facilities and sensitive land uses are planned to avoid or, if avoidance is not possible, minimize and mitigate any potential adverse effect from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities with provincial guidelines, standards and procedures.

Minimum density targets include both jobs and residents collectively. Therefore, sensitive land uses may not be appropriate in all areas of a MTSA should land use compatibility be a potential issue.

While the land use compatibility measures within Section 5.7.5 of the Draft OPA are welcomed, the policies in this Section should be revised to consider and address the following additional comments:

1. As stated above, the PPS and Growth Plan require avoidance as a first measure in addressing land use compatibility between major facilities and sensitive land uses. This principle has not been incorporated into the proposed MTSA policies.
2. The SILG has been working with the City and its peer reviewers to provide input into the ongoing land use compatibility assessments being undertaken as background to the Clarkson MTSA.

In doing so, the SILG and the City have identified a significant discrepancy in air quality modelling. The current standard for modelling (AERMOD and SDM) is being ultimately replaced with a more accurate model (CALPUFF). The Province encourages the use of the CALPUFF model overall. CALPUFF is the appropriate and accurate model where effects of shoreline fumigation must be considered. However, the Province is not currently requiring the City and/or developers to use the CALPUFF dispersion model for planning for future residents in the Clarkson MTSA. The Province gives the City the option to either use CALPUFF or the AERMOD and SDM modelling.

Therefore, there is nothing preventing the City from requiring the use of more accurate modelling now available (i.e. CALPUFF).

At the same time, the Province is requiring industries through their Environmental Compliance Approvals to use CALPUFF. Generally speaking, due to the more accurate modelling, a additional mitigation is typically required compared to the less accurate AERMOD and SDM modelling. When held to this higher modelling standard, it is estimated that modelled concentrations could in fact be 1.5 to 2.5 times higher than if held to the AERMOD modelling standard.

Furthermore, the Province will be requiring a new Sulphur Dioxide (SO₂) air quality standard in 2023 which may result in the need for even greater mitigation.

Therefore, knowing that the more rigorous modelling requirement (CALPUFF) will be required in the near future, it is recommended that air quality assessments (CALPUFF) be completed now for the Clarkson MTSA, and for future studies by developers. This will ensure that planning decisions are being made based on the most accurate and informative modelling available which will help to minimize the potential for unacceptable land use conflict between future residents and existing major facilities in the long term.

Please be advised that SILG and MHBC welcome any further discussion with City (and Region) staff. We thank you for the opportunity to comment on this important initiative and request notification of any future meetings or decisions relating to the City-Wide Major Transit Station Area Study - Draft Official Plan Amendment.

Yours truly,

MHBC

A handwritten signature in black ink, appearing to read "Debra Walker", with a small flourish at the end.

Debra Walker, BES, MBA, MCIP, RPP

cc: Nicolle Bellissimo, Ash Grove
 Jessica Ferri, CRH
 Muqeeth Syed, PCLI
 Dirk Demontbrun, CertainTeed

MISSISSAUGA MUSLIM COMMUNITY CENTRE
 2505 Dixie Road, Mississauga, ON L4Y 2A1
 (905) 270 - 4900 info@mmcc-canada.org

May 26, 2022

Your Worship Mayor Bonnie Crombie and City Councillors,
 City of Mississauga
 300 City Centre Drive
 Mississauga, ON L5B 3C1

PROPOSED MAJOR TRANSIT AREA AND DUNDAS CORRIDOR OFFICIAL PLAN AMENDMENTS TO IMPLEMENT THE PROVINCIAL A PLACE TO GROW PLAN, NEW REGION OF PEEL OFFICIAL PLAN AND THE DUNDAS CONNECTS MASTER PLAN

We own **2505 Dixie Road, Mississauga** (herein the “property”) which fronts onto the east side of Dixie Road and is located directly to the south-east of the Blundell Road intersection. Our property is further surrounded by Dixie Go (Metrolinx) lands to the north, east and south sides.

We request Your Worship, City Councillors and Planning and Development Committee to direct the City of Mississauga land use planning staff to make the following changes to their draft Official Plan Amendments to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan adopted April 28th, 2022 and the City’s own Dundas Connects Masterplan:

Employment Zone:

The City of Mississauga “Map 17-4 Dixie Employment Area” and map “Schedule 9 Character Areas” as proposed in City Staff’s draft official plan amendments must be consistent with the enclosed “Employment Areas Schedule E-4” of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states:

“5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4.”

Height, Density, and our Right of Appeal:

- The Provincial A Place to Grow Plan Section 2.2.4.3.b. prescribes the following minimum development density for our property, which is further supported by the new Region of Peel Official Plan:

*“3. Major transit station areas on priority transit corridors or subway lines will be planned for a **minimum density target** of:*

b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or”

- On May 9th, 2022, during a Public Meeting for the Major Transit Station Area Official Plan Amendment, Councillor Parrish had rightfully questioned City Staff on the necessity of maximum heights as proposed in their draft official plan amendment, as well as the rights of landowners to appeal. The following was said:

Councillor Carolyn Parrish

Yes, thank you very much for your presentation. I read this all very carefully, and the map, the reason I’m looking at Cooksville isn’t because I’m the Councillor there it’s because I’m a resident there, and I, I first of all was also Chair of the Planning and Growth Committee at the Region (of Peel), and at no point did we talk about heights? Is this a unique preoccupation with Mississauga or is this something we were instructed to look at?

MISSISSAUGA MUSLIM COMMUNITY CENTRE
 2505 Dixie Road, Mississauga, ON L4Y 2A1
 (905) 270 - 4900 info@mmcc-canada.org

Bashar Al-Hussaini, City Planner and Project Lead

*So in order for MTSAs to be protected MTSAs which would basically mean enable inclusionary zoning among other things and protect policies from appeal, we would need to define heights, minimum and maximum heights. **Those heights are also currently being used to guide densities within the MTSAs.** In terms of requirements for heights, we have proposed this approach because we felt that the FSI approach in terms of build-form is potentially not the best route to take, and that height requirements would be more sort of prescriptive.*

Councillor Carolyn Parrish

So, what I'm hearing from you was this was a decision, internal decision, to look at heights rather than FSI?

Bashar Al-Hussaini, City Planner and Project Lead

Correct...

Councillor Carolyn Parrish

So, if the world is going to tall towers, tall point towers. We're going to stick with little block buildings if we have to?

Bashar Al-Hussaini, City Planner and Project Lead

So in terms of meeting the minimum density targets, umm...

Councillor Carolyn Parrish

*I get all of that. I lived in the Region – I'm telling you. **So, you're telling me that this is a decision made locally, and once it's made, if it goes into our MTSA (Major Transit Station Area Official Plan Amendment), its not appealable and there is no negotiations?***

Bashar Al-Hussaini, City Planner and Project Lead

If it's approved, correct.

- City Staff's decision of using maximum heights to "**guide density**" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits filing applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments.
- The ability of the City to freeze the rights of our property was to protect the above cited minimum development densities from appeal, and not to impose a maximum development density, which City Staff are now proposing indirectly through maximum building height limits.
- **Accordingly, we ask that your Worship and City Councillors direct City Staff to remove the proposed maximum limit on building height for our property as proposed on draft map Protected Major Transit Station Area Schedule 11: Protected Major Transit Station Area.**
- It is important to note existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit Station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate for a property such as ours located directly adjacent to the Dixie Go Station and in close proximity to the upcoming Dixie Dundas Bus Rapid Transit Station.

Ahmed Group's Nearby Development Project at 1000 & 1024 Dundas Street East, Mississauga:

- Ahmed Group has informed us of their proposed mixed-use purpose-built rental apartment development project at 1000 & 1024 Dundas Street East, Mississauga, as shown on enclosed plans marked as Schedule B.
- We support Ahmed Group's project for their property, specifically the proposed land uses, development density and building heights.
- We ask that your Worship and City Councillors direct City Staff to meaningfully engage in discussions with Ahmed Group and expedite the review of their project.

MISSISSAUGA MUSLIM COMMUNITY CENTRE
 2505 Dixie Road, Mississauga, ON L4Y 2A1
 (905) 270 - 4900 info@mmcc-canada.org

We would like to thank Your Worship Mayor Bonnie Crombie, City Councillors, the City of Mississauga Planning and Development Committee, and the City of Mississauga land use planning staff for making the changes that we have requested to the draft Major Transit Station Area Official Plan Amendment and the draft Dundas Corridor Official Plan Amendment, to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City's own Dundas Connects Masterplan.

Yours Sincerely,

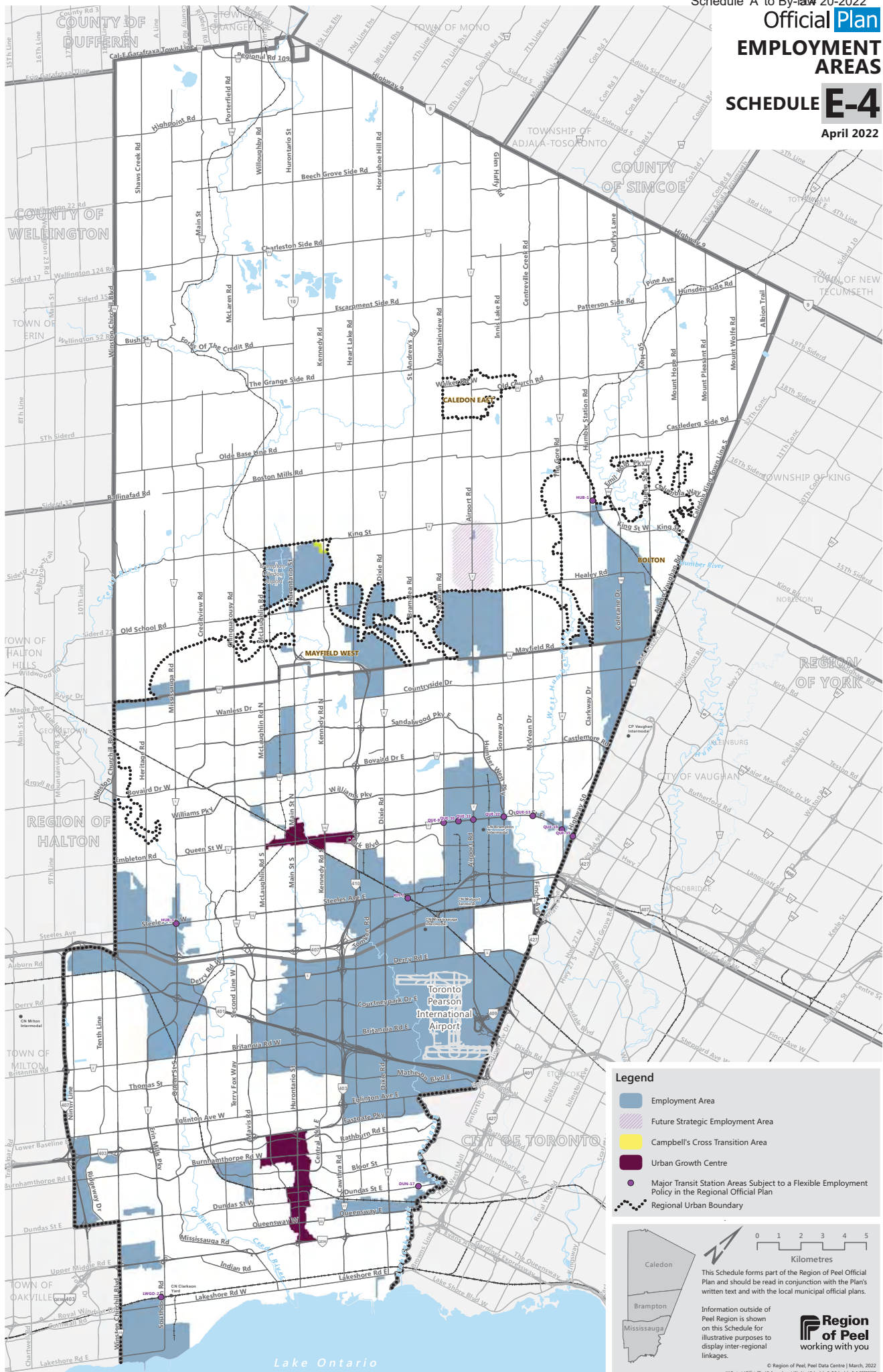
MISSISSAUGA MUSLIM COMMUNITY CENTER

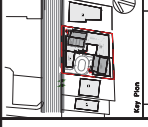
Per: 

Mr. Kamran Rashid, President

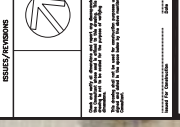
c.c.:

1. Your Worship Mayor Bonnie Crombie - mayor@mississauga.ca
2. Ward 1 - Councillor Stephen Dasko - stephen.dasko@mississauga.ca
3. Ward 2 - Councillor Pat Mullin - pat.mullin@mississauga.ca
4. Ward 3 – Councillor Chris Fonseca - chris.fonseca@mississauga.ca
5. Ward 4 – Councillor John Kovac - john.kovac@mississauga.ca
6. Ward 5 – Councillor Carolyn Parrish - carolyn.parrish@mississauga.ca
7. Ward 6 – Councillor Ron Starr - ron.starr@mississauga.ca
8. Ward 7 – Councillor Dipika Damerla - dipika.damerla@mississauga.ca
9. Ward 8 – Councillor Matt Mahoney - matt.mahoney@mississauga.ca
10. Ward 9 – Councillor Pat Saito - pat.saito@mississauga.ca
11. Ward 10 – Councillor Sue McFadden - sue.mcfadden@mississauga.ca
12. Ward 11 – Councillor George Carlson - george.carlson@mississauga.ca
13. Commissioner Planning and Building – Andrew Whittemore – andrew.whittemore@mississauga.ca
14. City Clerk and Director, Legislative Services – Diana Rusnov – diana.rusnov@mississauga.ca
15. Moe Ahmed, President and CEO, Ahmed Group – m@ahmed.group
16. Timothy Harris, COO, Ahmed Group – timothy@ahmed.group
17. Jose Garreton, Senior Project Manager, Ahmed Group – jose@ahmed.group
18. Peter Gross, Partner, Gowling WLG – peter.gross@gowlingwlg.com
19. Brian Parker, Senior Land Planner, Gowling WLG – brian.parker@gowlingwlg.com
20. John Lohmus, Senior Land Planner, Plan Logic Consulting – johnlohmus@outlook.com





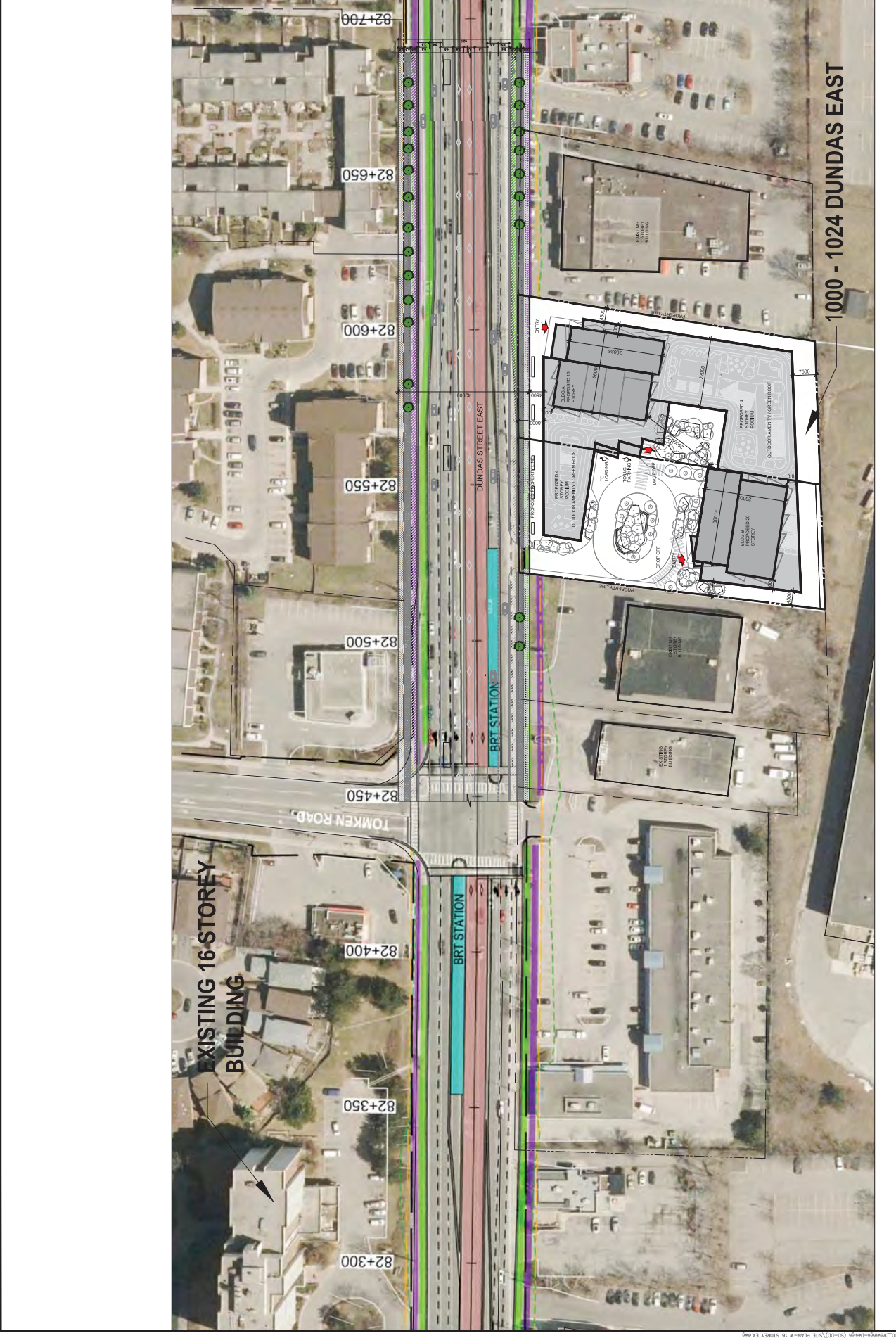
No.	Description	Date
1	ISSUED FOR PERMIT REVIEW	2022
2	REVISED FOR PERMIT REVIEW	2022
DESIGNED BY: W&M ARCHITECTS		



W&M ARCHITECTS
 1000 - 1024 DUNDAS
 MISSISSAUGA, ONTARIO
 N4W 3K8
 TEL: 905.882.9611
 WWW.WMAA.COM

Sheet Title: SITE PLAN

Scale:	1:400
Plot Area:	07,395.000
Project Name:	A-102



LEGEND

	PROPOSED SIDEWALK
	PROPOSED CYCLE TRACK
	PROPOSED MUP
	APPROXIMATE GRADING LIMITS
	PROPOSED RETAINING WALL
	PROPOSED BRT LANE
	PROPOSED BRT STATION
	EXISTING ROW
	MISSISSAUGA OP 42m ROW

Plot Name: May 09, 2022 - 11:19m
 Drawing Name: \\wmm\p341\72919_00-01\SITE PLAN-W 16 STOREY EX.dwg

May 25, 2022

Your Worship Mayor Bonnie Crombie and City Councilors,
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

PROPOSED MAJOR TRANSIT AREA AND DUNDAS COORIDOR OFFICIAL PLAN AMENDMENTS TO IMPLEMENT THE PROVINCIAL A PLACE TO GROW PLAN, NEW REGION OF PEEL OFFICIAL PLAN AND THE DUNDAS CONNECTS MASTER PLAN

We own **1030 Dundas Street East, Mississauga** (herein the "property") which fronts onto the south side of Dundas Street East and is located to the east of the Tomken Road intersection.

We request Your Worship, City Councillors and Planning and Development Committee to direct the City of Mississauga land use planning staff to make the following changes to their draft Official Plan Amendments to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan adopted April 28th, 2022 and the City's own Dundas Connects Masterplan:

Employment Zone:

The City must remove our property from the Dixie Employment Area in accordance with the Provincial A Place To Grow Plan and the new Peel Region Official Plan adopted April 28th, 2022. The City of Mississauga "Map 17-4 Dixie Employment Area" and map "Schedule 9 Character Areas" must be consistent with the enclosed "Employment Areas Schedule E-4" of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states:

"5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4."

Land Use:

On May 9th, 2022, during a Statutory Public Meeting for City Staff's proposed draft Major Transit Station Area Official Plan Amendment, Councillor Carlson had sought the position of City Staff in relation to a deputation made by adjacent landowner's land use planning counsel, Mr. Peter Gross of Gowling WLG representing the Ahmed Group, for the residential mixed-use redevelopment of their lands at 1000 and 1024 Dundas Street East, Mississauga. Commissioner Andrew Whittemore, Planning & Building of City Staff responded that:

*"Through the chair, thank you for the deputation, obviously staff would be happy to sit down and discuss with you, but I will point out to the committee that this property is directly in proximity to Mother Parkers (Inc.) which is a property that you talked to just last week, so, it's a complex site, and a lot of the **complexity** of these properties in and around that area will really be fully addressed through the Dundas Connects report which I believe is coming on May 30th, so, we'll have some time to talk about that, but I just wanted to provide the PDC some content."*

We understand that the complexity concerns of City Staff outlined by Commissioner Whittemore relate to Mother Parkers Tea & Coffee Inc. who operates nearby and has lobbied the City against allowing the residential mixed-use redevelopment of our property on the basis of supposed land use compatibility concerns.

Rowan Williams Davies & Irwin Inc., a world renowned international multi-disciplinary engineering firm (herein "RWDI") have completed a Land Use Compatibility Study in accordance with the City of Mississauga Terms of Reference for Ahmed Group's lands and they have concluded that the residential mixed-use re-development of these lands would be compatible with Mother Parkers Tea & Coffee Inc.'s operations (i.e., current, and future potential noise and odours). We believe that there would be identical findings for our property, which would similarly also allow for the future redevelopment of our property for a residential mixed-use building.

Despite Ahmed Group having retained RWDI to complete a Land Use Compatibility Study that has concluded that the residential mixed-use re-development of their lands would be compatible with Mother Parkers Tea & Coffee Inc., City Staff have declined to provide Ahmed Group with a DARC meeting and propose to include both their and our property within the employment zone in the Dundas Corridor Official Plan Amendment, freezing our rights to redevelop our property for residential mixed-use purposes. The decision to freeze our land use due to "**complexity**" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits the filing of applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments

Accordingly we seek the re-designation of our property on proposed draft map "Protected Major Transit Station Area Schedule 11-G" to be changed from "Mixed Use" to "Mixed Use Limited," **similar to other properties along Dundas Street and within Major Transit Station Areas**, allowing for the future redevelopment of our property for a mixed-use building containing residential uses, without the need for an Official Plan Amendment in accordance with the Provincial A Place To Grow Plan and the new Region of Peel Official Plan, as well as the recommendation on page 118 of the City's own Dundas Connects Master Plan which reads as follows:

"Lands that are currently designated mixed use along the (Dundas) corridor and near major transit stations should also allow for residential, major office and institutional uses to support the achievement of intensification targets."

This redesignation of our lands in City Staff's proposed official plan amendments would permit our lands to be truly Mixed Use and allow for a more appropriate transition to existing residential lands across the street from our property.

Height, Density, and our Right of Appeal:

- The Provincial A Place to Grow Plan Section 2.2.4.3.b. prescribes the following minimum development density for our property, which is further supported by the new Region of Peel Official Plan:

*"3. Major transit station areas on priority transit corridors or subway lines will be planned for a **minimum density target** of:*

b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or"

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Bashar Al-Hussaini, City Planner and Project Lead

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- The ability of the City to freeze the rights of our property was to protect the above cited minimum development densities from appeal, and not to impose a maximum development density, which City Staff are now proposing indirectly through maximum building height limits.
- Accordingly, we ask that your Worship and City Councillors direct City Staff to remove the proposed maximum limit on building heights for our property as proposed on draft map Protected Major Transit Station Area Schedule 11-G.
- It is important to note existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate for a property such as ours located directly adjacent to the upcoming Tomken Road Bus Rapid Transit Station.

Ahmed Group's Development Project at 1000 & 1024 Dundas Street East, Mississauga:

- Ahmed Group has informed us of their proposed mixed-use purpose-built rental apartment development project at 1000 & 1024 Dundas Street East, Mississauga, as shown on enclosed plans marked as Schedule B.
- We support Ahmed Group's project for their property, specifically the proposed land uses, development density and building heights.

- We ask that your Worship and City Councillors direct City Staff to meaningfully engage in discussions with Ahmed Group and expedite the review of their project.

We would like to thank Your Worship Mayor Bonnie Crombie, City Councillors, the City of Mississauga Planning and Development Committee, and the City of Mississauga land use planning staff for making the changes that we have requested to the draft Major Transit Station Area Official Plan Amendment and the draft Dundas Corridor Official Plan Amendment, to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City's own Dundas Connects Masterplan.

Yours Sincerely,

TAVORA HOLDING CO. LTD.

Per: _____

Mr. Paulo Tavora, President

c.c:

1. Your Worship Mayor Bonnie Crombie - mayor@mississauga.ca
2. Ward 1 - Councillor Stephen Dasko - stephen.dasko@mississauga.ca
3. Ward 2 - Councillor Pat Mullin - pat.mullin@mississauga.ca
4. Ward 3 – Councillor Chris Fonseca - chris.fonseca@mississauga.ca
5. Ward 4 – Councillor John Kovac - john.kovac@mississauga.ca
6. Ward 5 – Councillor Carolyn Parrish - carolyn.parrish@mississauga.ca
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9. Ward 8 – Councillor Matt Mahoney - matt.mahoney@mississauga.ca
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11. Ward 10 – Councillor Sue McFadden - sue.mcfadden@mississauga.ca
12. Ward 11 – Councillor George Carlson - george.carlson@mississauga.ca
13. Commissioner Planning and Building – Andrew Whitemore – andrew.whitemore@mississauga.ca
14. City Clerk and Director, Legislative Services – Diana Rusnov – diana.rusnov@mississauga.ca
15. Moe Ahmed, President and CEO, Ahmed Group – m@ahmed_group
16. Timothy Harris, COO, Ahmed Group – timothy@ahmed_group
17. Jose Garreton, Senior Project Manager, Ahmed Group – jose@ahmed_group
18. Peter Gross, Partner, Gowling WLG – peter.gross@gowlingwlq.com
19. Brian Parker, Senior Land Planner, Gowling WLG – brian.parker@gowlingwlq.com
20. John Lohmus, Senior Land Planner, Plan Logic Consulting – johnlohmus@outlook.com



Enbridge
10175 101 St NW
Edmonton, Alberta T5J 0H3
Canada

April 21, 2022

City of Mississauga
City Planning Strategies Division
300 City Centre Drive
Mississauga, ON L5B 3C1

Sent via email to: bashar.al-hussaini@mississauga.ca

ATTN: Bashar Al-Hussaini, Planner

RE: REQUEST FOR COMMENTS: Mississauga Official Plan Draft Policy Changes - City-Wide Major Transit Station Area Policies

Your File #: LA.07-CIT

Our Reference #: ENB_R220414-001ON

Thank you for sending Enbridge notice of this project. B&A Planning Group is the land use planning consultant for Enbridge's Liquids Pipeline network across Canada. On behalf of Enbridge, we work with municipalities and stakeholders regarding planning and development in proximity to their pipeline infrastructure to ensure that it occurs in a safe and successful manner.

We request that this response package is provided in full to the landowner / applicant as it contains useful and important information, including certain requirements that must be followed, in respect of development in proximity of pipelines.

Description of Proposed Development

We understand that this application is proposing a new policy framework to guide development within identified Major Transit Station Areas. The proposed amendment to the City's Official Plan will set out direction for growth within applicable areas and include citywide policies related to land use, building heights, densities, urban design, connectivity, and compatibility. As demonstrated in [Attachment 01 | Approximate Location of Pipeline Infrastructure](#) the proposed Official Plan Draft is also located in the same boundaries as Enbridge pipeline infrastructure.

Assessment & Requirements

The Official Plan Draft was reviewed, and does not appear to contain any maps, statements or policies related to development in proximity of pipeline infrastructure. Therefore, Enbridge would like to recommend inclusion of the maps, statements and policies detailed in the recommendations below.

- 1) **Mapping:** We recommend that Enbridge's pipelines (and any other pipelines) and facilities be indicated on one or more maps within the

- 2) As per Federal and Provincial Regulatory Requirements and Standards, pipeline operators are required to monitor all new development in the vicinity of their pipelines that results in an increase in population or employment. To ensure that all development within the pipeline assessment area is referred to Enbridge for review and comment, we recommend inclusion of the following policy:

"When an area structure plan, an outline plan, a concept plan, a subdivision application or a development permit application is proposed that involves land within 200m of a pipeline, as demonstrated in "Map xx: ____" (per recommendation #1), Administration shall refer the matter to the pipeline company for review and input."

- 3) To ensure that no unauthorized ground disturbance or pipeline crossings occur when development progresses, we recommend the following policy be included within the Official Plan Draft:

"All development within 30m or crossings of a pipeline shall require written consent from the pipeline company and is the responsibility of the applicant to obtain prior to development approval."

- 4) To support Enbridge's maintenance of the pipeline and limit the risk of mechanical damage we recommend the following policy inclusions:
- a. "Permanent structures shall not be installed anywhere on the pipeline right-of-way and should be placed at least ____ metres from the edge of the right-of-way and ____ metres from the edge of the pipeline."
 - b. "Temporary structures shall not be installed anywhere on the pipeline right-of-way and should be placed at least ____ metres from the edge of the right-of-way and ____ metres from the edge of the pipeline."

Future Development Requirements

Although the Official Plan Draft: details a long-term future development vision, there are development requirements that will be mandatory at the subdivision and development stage that will be helpful to consider prior to application submission. Please review **Attachment 02 | Enbridge Development Requirements** for requirements for planning and development in proximity of pipelines. In addition, for more information about when written consent is required and how to submit an application, see **Attachment 03 | Enbridge Pipeline Crossing Guidelines**. For additional resources on safe development in proximity of Enbridge's pipeline network please visit <https://www.enbridge.com/projects-and-infrastructure/public-awareness/brochures>.

Please continue to keep us informed about the outcome of the project and any future policy, land use, subdivision, and development activities in proximity to Enbridge's pipelines and facilities.



Enbridge
10175 101 St NW
Edmonton, Alberta T5J 0H3
Canada

Application referrals, project notifications and any questions regarding land use planning and development around pipelines should be sent to notifications@Enbridge.com. Thanks again for providing us with the opportunity to provide comments on this project and we look forward to working with you in the future.

Sincerely,



Joanna Ilunga

Community Planner | BA (Hons), MScPI

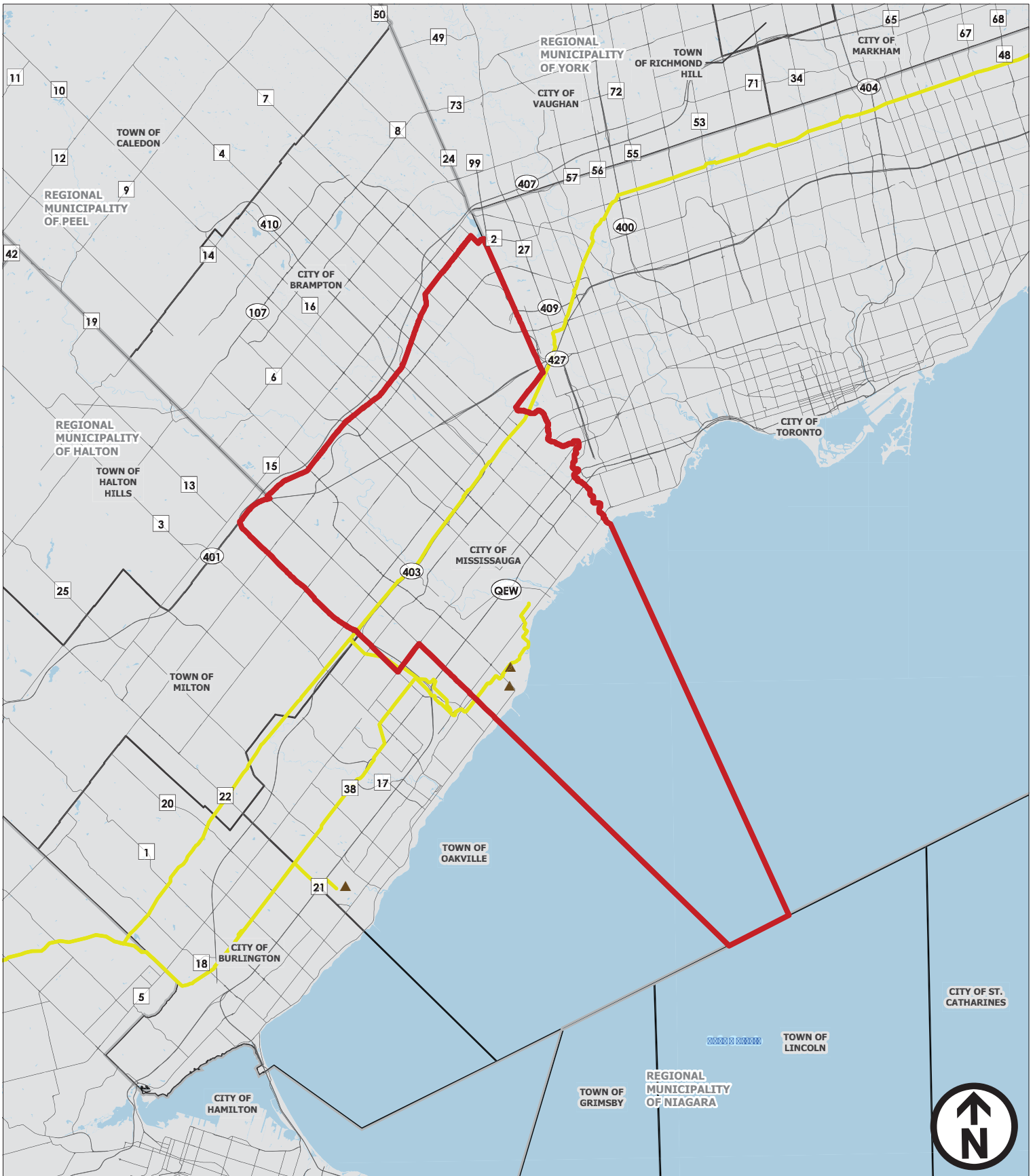
403.692.5231 | jilunga@bapg.ca

B&A Planning Group | 600, 215 – 9 Avenue SW | Calgary, AB T2P 1K3 | www.bapg.ca

Attachment 01 | Approximate Location of Pipeline Infrastructure

Attachment 02 | Enbridge Development Requirements

Attachment 03 | Enbridge Pipeline Crossing Guidelines



COORDINATES: 79 4111, 43 5500
 COORDINATE SYSTEM: NAD 1983 DTM 0000 17N
 DATA SOURCE: A014, 2022
 MAP FILE: 00000000000000000000

0 1 2 3 4 1:000,000



LEGEND

- SCHEDULED
- MUNICIPALITY - ROAD
- ▲ EXISTING FACILITY
- MUNICIPALITY - OTHER
- EXISTING PATH
- WATER
- MAIN ROAD

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 00000000000000000000
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Geographic Coordinates: -79.6111, 43.5500
 Coordinate System: NAD 1983 UTM Zone 17N
 Date Saved: Apr 14, 2022
 Map File: Referral_Mapping.aprx

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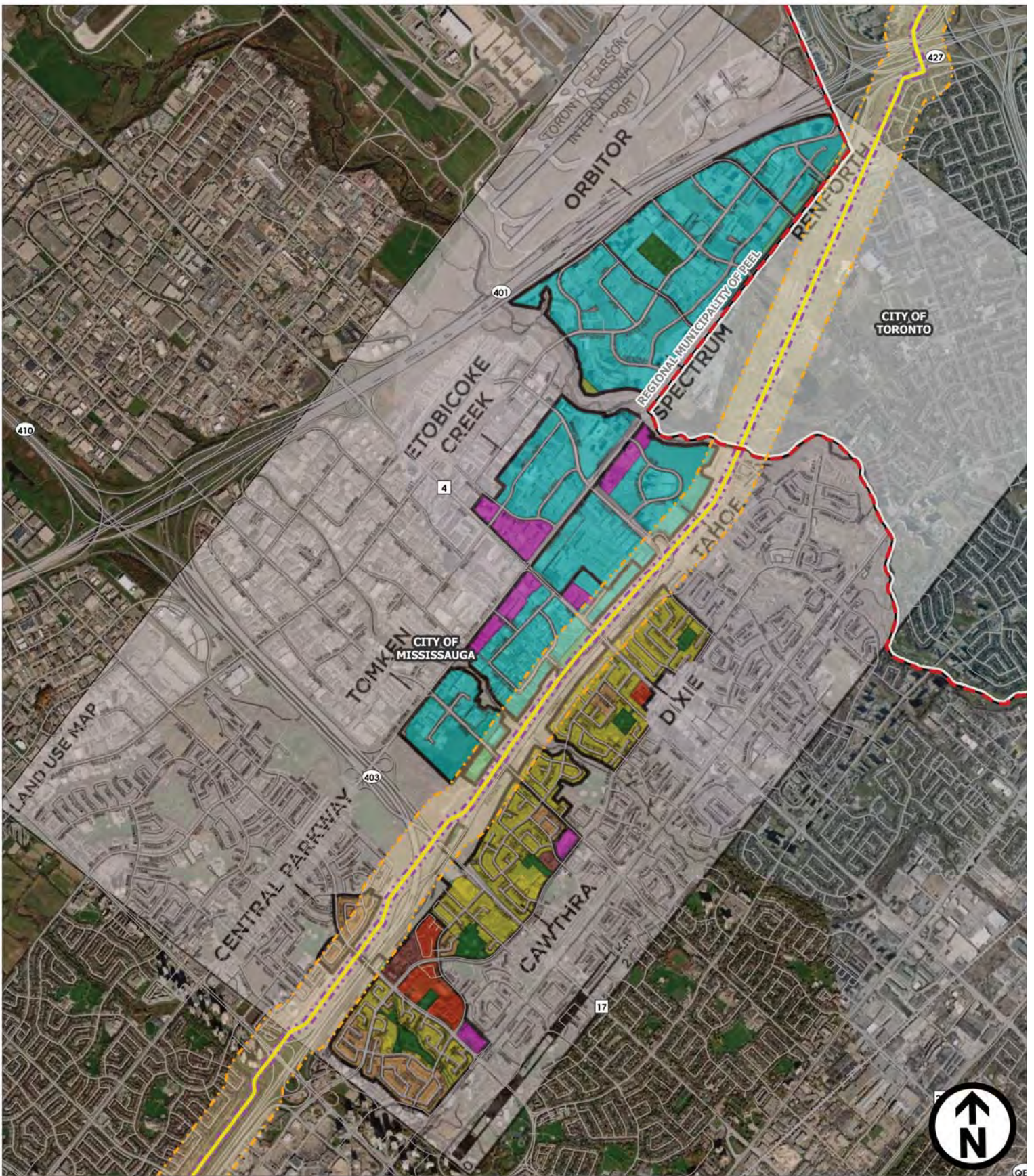
Legend

- Subject Site
- Enbridge Facility
- Enbridge Pipeline
- Facility Assessment Area (800m)
- Pipeline Assessment Area (220m)
- Prescribed Area (30m)
- Railway
- Municipality - Rural
- Municipality - Urban

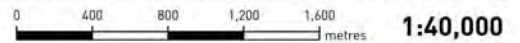
Local Context

Municipal Plan
 City of Mississauga
 Referral ID: **R220414-0010N**

April 2022



Geographic Coordinates: -79.6311, 43.5890
 Coordinate System: NAD 1983 UTM Zone 17N
 Data Source: A0114-0002
 Map File: b010001.mxd



1:40,000



Legend

- Subject Site
- Enbridge Pipeline
- Pipeline Assessment Area (220m)
- Prescribed Area (30m)
- Railway
- Municipality - Rural
- Municipality - Urban

Local Context Overlay

City of Mississauga
 Referral ID: **R220414-0010N**

April 2022

Attachment 02 | Enbridge Development Requirements

Definitions

- A **Right-of-Way (ROW)** is a strip of land where property rights have been acquired for pipeline systems by the pipeline company. It is a surveyed area of a specific width which grants legal rights of access to operate and maintain the infrastructure within it.
- The **Prescribed Area** is an area of 30 m (100 ft) perpendicularly on each side from the centreline of a pipeline. Excavation or ground disturbance within this zone requires written consent from the pipeline company pursuant to the Canadian Energy Regulator Pipeline Damage Prevention Regulations (Authorizations). Depending on the pipeline location and regulator this may also be known as a “controlled area” or “safety zone”.
- The **Pipeline Assessment Area** identifies lands on either side of a pipeline in which new development must be monitored by the pipeline operator. The requirement for and scope of this monitoring is governed by the Canada Energy Regulator (CER) and CSA Z662:19. Depending on the pipeline location, operator, and regulator this may also be known as the “notification zone”, “referral area” or “class location assessment area”.

Locating the Pipeline | Click Before You Dig

Any person planning to construct a facility across, on, along or under a pipeline (including the right-of-way), conduct a ground disturbance activity within 30 metres of the centreline of a pipe, or operate a vehicle or mobile equipment across a right-of-way, must first request a locate service. To identify the precise alignment of the pipeline on the subject lands, Locate Requests can be made online, via mobile apps, or via phone (see table below),

The locate request must be made a minimum of three (3) business days in advance of the construction, ground disturbance, or vehicle or mobile equipment crossing. The One-Call Centre will notify Enbridge to send a representative to mark the facilities, explain the significance of the markings and provide you with a copy of the locate report. Enbridge requests a minimum of five (5) business days’ notice for any work involving explosives.

Canadian One-Call Centres			
Province	Phone	Website	Mobile App
British Columbia	1.800.474.6886	www.bc1c.ca	
Alberta	1.800.242.3447	www.albertaonecall.com	Dig Info AB
Saskatchewan	1.866.828.4888	www.sask1stcall.com	Sask1st Call
Manitoba	1.800.940.3447	www.clickbeforeyoudigmb.com	
Ontario	1.800.400.2255	www.on1call.com	
Quebec	1.800.663.9228	www.info-ex.com	Info-Excavation
Nova Scotia & New Brunswick	1.800.344.5463	www.info-ex.com	Info-Excavation
Northwest Territories	Contact pipeline and facility owner directly		
www.clickbeforeyoudig.com			

Right-of-way

A right-of-way is a strip of land where property rights have been acquired for pipeline systems by the pipeline company. It is a surveyed area of a specific width which grants legal rights of access to operate and maintain the infrastructure within it:

- No permanent structures are permitted within the pipeline right-of-way area without Enbridge's prior written consent.
- Enbridge must have the ability to access Enbridge's pipeline right-of-way at all times for construction, maintenance, operation, inspection, patrol, repair, replacement and alteration of the pipeline(s). Therefore, the Enbridge pipeline right-of-way shall be maintained as green space, park belt or open space.
- No work shall take place on Enbridge's pipeline right-of-way without the presence of an Enbridge representative.
- Storage of materials and/or equipment, grading or placing fill on Enbridge's pipeline right-of-way is not permitted without prior written consent from Enbridge.

Written Consent

Any proposed crossings of the pipeline right-of-way or ground disturbance within the Prescribed Area or pipeline right-of-way are subject to Enbridge's written consent in accordance with the Canadian Energy Regulator Act and regulations including the Canadian Energy Regulator Pipeline Damage Prevention Regulations as amended or replaced from time to time (or for pipelines contained within Alberta, the Pipeline Act (Alberta) and Pipeline Rules as amended or replaced from time to time).

The applicant will require Enbridge's written consent or a crossing agreement prior to undertaking the following activities:

- Constructing or installing a facility across, on, along or under an Enbridge pipeline right-of-way;
- Conducting any activity that would cause ground disturbance (excavation or digging) on an Enbridge's pipeline right-of-way or within 30m perpendicularly on each side from the centerline of Enbridge's pipe (the "Prescribed Area");
- The operation of a vehicle, mobile equipment or machinery across an Enbridge pipeline right-of-way; outside of the travelled portion of a highway or public road;
- Using any explosives within 300m of Enbridge's pipeline right-of-way.

For more information about when written consent is required and how to submit an application, please see [Attachment 03 | Enbridge Pipeline Crossing Guidelines](#).

Prescribed Area

The Prescribed Area is an area of 30 m (approximately 100 ft) perpendicularly on each side from the centreline of a pipeline. Excavation or ground disturbance within this zone requires written consent from the pipeline company pursuant to the Canadian Energy Regulator Pipeline Damage Prevention Regulations (Authorizations). Depending on the pipeline location and regulator this may also be known as a "controlled area" or "safety zone".

For pipelines crossing provincial boundaries, Enbridge is regulated by the Canada Energy Regulator and is subject to the Canadian Energy Regulator Act and its regulations as amended or replaced from time to time.

- Section 335(1) of the Canadian Energy Regulator Act prohibits any person to construct a facility across, on, along or under a pipeline or engage in an activity that causes a ground disturbance within the Prescribed Area unless the construction or activity is authorized by the pipeline company.
- Section 335(2) of the Canadian Energy Regulator Act prohibits any person to operate a vehicle or mobile equipment across a pipeline unless the vehicle or equipment is operated within the travelled portion of a highway or public road or such operation is authorized under section 13(1) of the Canadian Energy Regulator Pipeline Damage Prevention Regulations (Authorizations).

For pipelines contained within Alberta, Enbridge is regulated by the Alberta Energy Regulator and is subject to the Pipeline Act and Pipeline Rules as amended or replaced from time to time.

- As per the Alberta Energy Regulator, any person who plans to engage in an activity that causes a ground disturbance within the pipeline right-of-way must obtain the written consent of the pipeline company.

Crossings

- Written consent from Enbridge is required for all crossings of the pipeline.
- The written authorization request must include:
 - Drawings with cross sections of the proposed new road and road widening to verify the depth of cover from both sides of the road.
 - Drawings should include any new utilities that will cross the ROW.
- No vehicles or mobile equipment, including heavy machinery, will be permitted to cross Enbridge's pipeline right-of-way without the prior written consent of Enbridge. Please complete Enbridge's Equipment Specification and Data Sheet(s) to make an application for temporary equipment crossing including timeframe, type and weight of equipment per axle together with the name of the applicant, address, contact name and phone number/email.
- Where future development such as a roadway or a parking area is proposed over the pipeline right-of-way, Enbridge may be required to carry out pipeline inspection and recoating of the existing pipeline(s) prior to the start of the development. **The costs of Enbridge's design, inspection, recoating work and any other pipeline alteration as a result of the crossing will be borne by the Developer.**

Ongoing Activities

- Written consent must be obtained from Enbridge for ongoing activities such as mowing or maintenance of the pipeline right-of-way on public lands.

Class Monitoring in the Pipeline Assessment Area

As per Federal and Provincial Regulatory Requirements and Standards, pipeline operators are required to monitor all new development in the vicinity of their pipelines that results in an increase in population or employment. Therefore, please keep us informed of any additional development being proposed within the Pipeline Assessment Area indicated in **Attachment 01 | Approximate Location of Pipeline Infrastructure**.

- If a pipe replacement is necessary because of the proposed development, temporary workspace shall be granted to Enbridge on terms and conditions to be (or as) negotiated. This workspace will be adjacent to the existing pipeline right-of-way and may be up to a maximum of 15m wide on either or both sides. Grading or landscaping of the workspace is not permitted until the replacement has been completed.

Subdivisions

- Lot lines are not to be incorporated over Enbridge's pipeline right-of-way. If lot lines are incorporated over Enbridge's pipeline right-of-way, the owner agrees, in writing to include the following warning clause in all offers of sale and purpose and/or lease:
"Future residents are advised that Enbridge owns and operates _____ pipeline(s) within an _____ m pipeline right-of-way on the property. As a result, there are conditions that apply to various activities over the pipeline right-of-way that must be approved by Enbridge."
- All display plans in the lot/home sales office shall identify the Enbridge pipeline right-of-way-corridor within the proposed linear park block(s).

Structures and Setbacks

Development setbacks from pipelines and rights-of-way are recommended in support of damage prevention and to allow both pipeline operators and developers buffer lands for operations and maintenance purposes.

- No permanent structures are permitted within the pipeline right-of-way area without Enbridge's prior written consent.

Other Development

Wells / Septic Systems

Wells or septic systems shall not be located on Enbridge's pipeline right-of-way. Construction of any septic system within 30m of the pipeline right-of-way requires prior written notification to Enbridge to ensure the septic bed will not adversely impact the integrity of the pipeline and pipeline right-of-way. Written consent from Enbridge must be received prior to the start of any work.

Aerial Power Lines

Aerial power lines crossing the pipeline right-of-way require aerial warning devices installed and properly maintained. No poles, pylons, towers, guys, anchors or supporting structures of any kind are permitted on the pipeline right-of-way.

Pathways, Fencing & Landscaping

Fencing Along ROW

- For development along an Enbridge right-of-way, permanent fencing shall be erected and maintained by the Developer at the Developer's cost along the limits of Enbridge's pipeline right-of-way. The fence erected must meet Enbridge's and the governing municipality's specifications concerning type, location and height. Any excavations for fence posts on, or within 30m of the pipeline must be done by hand or hydrovac. There shall be no augers operated on the pipeline right-of-way. The Developer shall notify Enbridge three business (3) days prior to any excavation for fence posts located on or within 30m of the pipeline.
- Limits of the pipeline right-of-way parallel to the pipeline shall be delineated with permanent fencing to prevent gradual encroachment by adjacent landowners. Suitable barriers shall be installed at all road accesses to prevent unauthorized motor vehicles from entering Enbridge's pipeline right-of-way.
- Enbridge's written consent must be obtained and One Call notifications must be completed prior to any fence installations.

Landscaping

No landscaping shall take place on Enbridge's pipeline right-of-way without Enbridge's prior written consent and where consent is granted such landscaping must be performed in accordance with Enbridge's Pipeline Crossing Guidelines, as follows:

- The landowner / developer shall ensure a 5m continuous access way in the pipeline right-of-way is provided for the Enbridge repair crews.

In order to maintain a clear view of the pipeline for the purposes of right-of-way monitoring, which is required by federal regulation, trees and shrubbery planted in proximity to the pipeline must meet the following criteria:

- Enbridge permits the following vegetation within the pipeline right-of-way: Flowerbeds, vegetable gardens, lawns and low shrubbery (under 1 m in height), and
- The mature growth height of vegetation does not exceed 1.5 m (5 ft) at maturity and must maintain a minimum distance of 3 m (10 ft) from the nearest pipeline.

Pathways / Trails

No pathways shall be installed on Enbridge's pipeline right-of-way without Enbridge's prior written consent and where consent is granted pathways must be designed in accordance with Enbridge's requirements:

- A pathway crossing Enbridge's pipeline right-of-way shall be installed as close as possible to a ninety (90) degree angle to the Enbridge pipeline(s).
- The width of the pathway shall not exceed 3m.
- A parallel pathway within Enbridge pipeline right-of-way shall maintain a minimum 5m separation from the edge of the Enbridge pipeline(s).
- Enbridge's pipeline(s) must be positively identified at certain intervals as directed by Enbridge's representative for parallel installation.
- Enbridge shall install pipeline markers at all road, pathway and other crossings throughout the development area at Developer's cost.

Drainage and Erosion

- The Developer shall ensure drainage is directed away from the pipeline right-of-way so that erosion will not adversely affect the depth of cover over the pipeline(s).
- Any large-scale excavation adjacent to the pipeline right-of-way, which is deeper than the bottom of the pipe, must maintain a slope of 3:1 away from the edge of the pipeline right-of-way.
- Depth of cover over Enbridge pipeline(s) shall not be compromised over the life of the Developer's facility due to rutting, erosion or other means.

Construction

- During construction of the site, temporary fencing must be erected and maintained along the limits of the pipeline right-of-way by the Developer to prevent unauthorized access by heavy machinery. The fence erected must meet Enbridge's specifications concerning type, height and location. The Developer is responsible for ensuring proper maintenance of the temporary fencing for the duration of construction. The Developer is responsible for the cost of material, installation and removal.
- Original depth of cover over the pipeline(s) within Enbridge's pipeline right-of-way shall be restored after construction. This depth of cover over the pipeline(s) shall not be compromised over the life of the Developer's facility due to rutting, erosion or other means.
- In the event Enbridge's pipeline(s) suffer contact damage or other damage as a result of construction, work shall stop immediately and Enbridge to be immediately notified.

Liability

In no event shall Enbridge be liable to the developer and/or landowner(s) for any losses, costs, proceedings, claims, actions, expenses or damages (collectively "Claims") the Developer and/or landowner(s) may suffer or incur as a result of or arising out of the presence of Enbridge pipeline(s) and/or operations on the pipeline right-of-way. The Developer and/or landowner(s) shall be responsible for all costs and expenses incurred to install, repair, replace, maintain or remove the Developer's and/or landowner(s) installations on or near the pipeline right-of-way and shall indemnify and save harmless Enbridge from all Claims brought against, suffered or incurred by Enbridge arising out of the activities of the Developer and/or landowner(s) in respect of the development or arising out of the presence, operation or removal of the Developer's and/or landowner(s) installations on or near Enbridge's pipeline right-of-way.

Enbridge Pipeline Crossing Guidelines, Canada

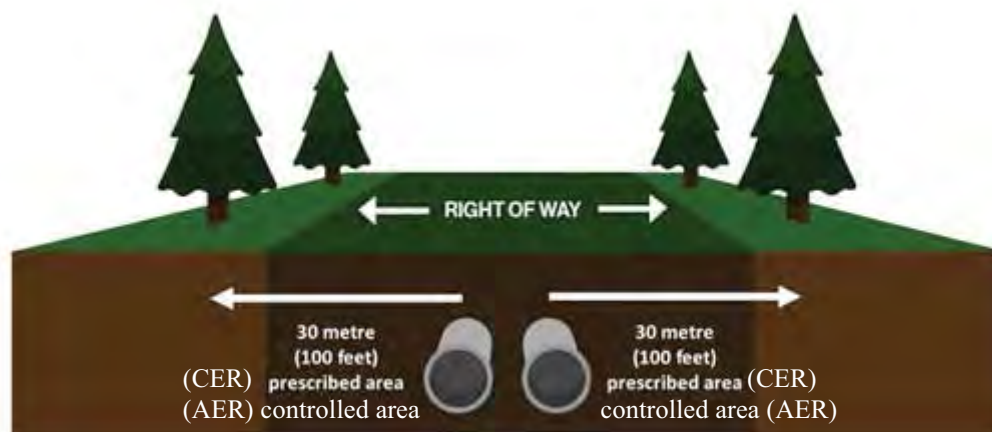
Application Guidance Details
May 2020 v2.0

Application Guidance Details

1. WHO REQUIRES CONSENT?

Consent is governed by the Canada Energy Regulator (CER) for interprovincial or international (federally regulated) pipelines and the Alberta Energy Regulatory (AER) for intra-provincial (provincially regulated) pipelines within the Province of Alberta. To ensure our pipelines and facilities operate safely written consent from Enbridge must be obtained in Canada before any of the following occur:

- ❖ Construction or installation of a new facility across, on, along or under Enbridge's pipeline and/or right-of-way;
- ❖ Ground disturbance activities in the prescribed area (CER) or controlled area (AER) which extends 30m from each side of the centerline of the pipeline;
- ❖ Operation or movement of vehicles, mobile equipment or machinery across Enbridge's right-of-way, outside of the travelled portion of a highway or public road;
- ❖ Using explosives within 300m of Enbridge's pipeline right-of-way;
- ❖ Use of the prescribed area or controlled area for storage or workspace purposes;
- ❖ Subdivision development across, on, along or over Enbridge's pipeline and/or right-of-way;
- ❖ Landowners wishing to install agricultural drainage tile across, on, along or under Enbridge's pipeline and/or right-of-way.



Activities that cause a ground disturbance include, but are not limited to, the following:

- | | |
|---------------------------|---|
| ❖ digging | ❖ clearing and stump removal |
| ❖ excavation | ❖ subsoiling |
| ❖ trenching | ❖ blasting/using explosives |
| ❖ ditching | ❖ quarrying |
| ❖ tunneling | ❖ grinding and milling of asphalt/concrete |
| ❖ boring/drilling/pushing | ❖ seismic exploration |
| ❖ augering | ❖ driving fence posts, bars, rods, pins, anchors or pilings |
| ❖ topsoil stripping | ❖ plowing to install underground infrastructure |
| ❖ land levelling/grading | ❖ crossing of buried pipelines or other underground infrastructure by heavy loads off the travelled portion of a public roadway |
| ❖ tree or shrub planting | ❖ installing agricultural drainage tile |

Under section 2 of the Canadian Energy Regulator Act, ground disturbance does not include:

- ❖ Cultivation to a depth of less than 45cm below the surface of the ground
- ❖ Any activity to a depth of less than 30cm and that does not result in reduction of the depth of earth cover over the pipeline less than that approved at time of construction

2. CROSSING A PIPELINE WITH AN AGRICULTURAL VEHICLE OR MOBILE EQUIPMENT

For pipelines regulated by the Canada Energy Regulator, the *Canadian Energy Regulator Pipeline Damage Prevention Regulations – Authorizations* provides that persons operating agricultural vehicles or mobile equipment across pipelines may do so in low-risk areas, under certain conditions:

- ❖ the loaded axle weight and tire pressures of the vehicle or mobile equipment are within the manufacturer's approved limits and operating guidelines; AND
- ❖ the point of crossing has not been the subject of a notification from the pipeline company that crossing at that location could impair the pipeline's safety or security.

This applies to vehicles or mobile equipment used for agricultural activities in the production of crops and the raising of animals and includes pasturing and cultivation activities such as tillage, plowing, disking and harrowing.

For pipelines regulated by the Alberta Energy Regulator, the *Pipeline Regulation (under the Pipeline Act)* provides that persons operating vehicles or equipment used for farming operations; or use of off-highway vehicles [as defined in section 117(a)(iii) to (viii) of the Traffic Safety Act] or use of private passenger vehicles (as defined in section 1(1)(jj) of the Traffic Safety Act) less than $\frac{3}{4}$ ton may temporarily cross over an AER regulated pipeline without further approval from Enbridge.

However, if neither of the above requirements can be met then an application must be submitted to Enbridge for further review and processing.

3. HOW TO APPLY FOR ENBRIDGE CONSENT

The applicant must submit a written request, either by completing the Application Form (attached) or a letter with equivalent information, together with the applicable drawing(s) to the respective Enbridge crossings department as set out in the *Contact Us* section of this document.

The drawing(s) must be prepared in accordance with the minimum standards as set out in the *Drawing Requirements* section of this document.

Enbridge's Equipment Specification and Data Sheet (attached) must also be completed for any vehicle/ mobile equipment crossing applications.

For federally regulated pipelines, the applicant may petition the Commission for approval of construction activity if:

- ❖ the applicant cannot comply with the terms and conditions as set out in the company's written consent;
- ❖ the applicant feels the terms and conditions in the company's written consent are excessive; or
- ❖ If the company refused to grant approval to the applicant for reasons of pipeline integrity, public safety or company policy.

An application can be filed with the Commission by writing to:

**Secretary of the Commission
Canada Energy Regulator
Suite 210, 517 – 10th Ave SW
Calgary AB T2R 0A8
Phone: 1-877-288-8803
Online: www.cer-rec.gc.ca**

Applications may be filed with the Commission by mail, courier or facsimile by calling the toll-free number at 1-877-288-8803. Applications can also be uploaded through the CER's Applications and Filings Portal on the CER website at Home / Applications and Filings / Submit Applications and Regulatory Documents / File under the CER Act / OPR: CER Act – Guide C (<http://www.cer-rec.gc.ca/pplctnflng/sbmt/nbpr-eng.html>).

4. DRAWING REQUIREMENTS

The following represents the minimum information that is required to be shown on the drawing(s) in order for Enbridge to review your application. Dimensions must be shown on the drawing(s) and may be done in either imperial or metric units (if metric, then to one decimal point).

NOTE: incomplete drawings and/or an incomplete application will be rejected back to the applicant.

(a) Permanent Installations

All proposed permanent installation drawings MUST contain the following items:

1. Plan Number, including any revision number and the respective date;
2. North Arrow;
3. Scale;
4. Legend;
5. Location indicator including: legal land description, PIN, GPS coordinates;
6. Plan view of whole quarter section or affected area including:
 - ❖ Lot lines, road limits
 - ❖ Proposed facilities (including curbs, footing, guard rails, guy wires, poles, fences, etc.) with tie dimensions to lot survey line preferably along pipeline and/or right-of-way boundary
 - ❖ Location of cathodic test lead terminals (if applicable);
7. Cross section view and/or profile view including:
 - ❖ For surface structures, show profile along pipeline(s) with highest elevation
 - ❖ For underground facilities show profile along facility
 - ❖ Property lines, pipeline(s) and depth of cover
 - ❖ All underground facilities must maintain an even elevation across the entire width of right-of-way except for gravity type facilities or those facilities installed by HDD;
 - ❖ Drill path plan for HDD installations
 - ❖ Unsupported span (m) of Enbridge pipeline for open cut installations
8. Crossing Angle;
9. Crossing location circled in red;
10. Identify all affected Enbridge facilities, right-of-way(s) and pipeline markers;
11. Method of Installation (MOI) (**Refer to Interpretation/Definitions section*);
12. Minimum Clearance (**Refer to Interpretation/Definitions section*);
13. Facility specifications:
 - ❖ PIPE/CABLE: pipe diameter, pipe material, product conveyed, cable size, if cable is within a conduit, conduit material, cable voltage; unsupported span (meters) of existing pipeline if MOI is open cut;
 - ❖ ROAD: width of road, cover at ditch, cover at center of road, surface material, road type/use; design loading calculation; indicate if any Government or Provincial setback requirements
 - ❖ OVERHEAD POWER: pole number(s), location of pole/guy wire/anchors/etc., method of installation of pole/guy wire/anchors/etc., horizontal clearance to pipe from proposed pole/guy wire/anchors/etc., vertical clearance to ground/grade, voltage, type of power (AC/DC), AC mitigation plan may be required;
 - ❖ PIPE RACK: height of pipe rack, pile location(s), pile clearance to Grantor's facility, pile installation method; alternate access route provided for rural locations
 - ❖ DRAINAGE TILE: location of tiles and incremental cost analysis.
14. Complete the Equipment Specification and Data Sheet, when required.

(b) Temporary Activities

All temporary drawings MUST contain the following:

1. Plan Number, including any revision number and the respective date;
2. North Arrow;
3. Scale;
4. Legend;
5. Location indicator including: legal land description, PIN, GPS coordinates;
6. Plan view of whole quarter section or affected area;
7. Temporary activities location circled in red;
8. Identify all affected Enbridge facilities, right of way(s) and/or PLA/easement ownership;
9. Facility specifications:
 - ❖ WORKSPACE: location, measurement of workspace, purpose;
 - ❖ ACCESS OF ROW: location, kilometer usage of ROW, width of access; egress/ingress points, complete the Equipment Specification and Data Sheet (attached);
 - ❖ EQUIPMENT CROSSING: complete the Equipment Specification and Data Sheet (attached);
 - ❖ ROAD USE: indicate road(s) to be utilized, km usage, reason required, frequency of use; complete the Equipment Specification and Data Sheet (attached);
 - ❖ GEOPHYSICAL: project/prospect name, number of reading units/lines, type of source, CER approval required (Y/N).

5. INTERPRETATION / DEFINITIONS

For crossing application purposes, Enbridge defines the following as:

Grantee means the applicant or the facility owner; a company, a person, a municipality or government body, etc.

Method of Installation means OPEN CUT or HDB or HDD; all defined as follows:

OPEN CUT

Enbridge defines open cut as trench methodology wherein access is gained to the required level underground for the proposed installation, maintenance or inspection of a pipe, conduit or cable. The excavated trench is then backfilled and the surface restored.

HORIZONTAL DIRECTIONAL BORE (HDB)

Enbridge defines horizontal directional bore as meeting ALL of the following:

- (a) The designed horizontal distance of the crossing shall be less than or equal to 150m (500ft) in length; AND
- (b) The depth of the pipeline installation shall be limited to 8m (25ft) to the centre (cross-section) of the pilot hole and measured to the corresponding surface location; AND
- (c) Straight alignment in the horizontal plane; AND
- (d) Pilot bit is steerable and trackable.

HORIZONTAL DIRECTIONAL DRILL (HDD)

Enbridge defines horizontal directional drill as an *HDB* that DOES NOT meet all of the criteria for an *HDB*. An *HDD* will satisfy some but not all of: a, b and c above and will satisfy d.

Minimum Clearance means the required distance between the existing Enbridge facility and the proposed facility based on the selected *Method of Installation*.

Minimum clearance required for installation ABOVE Enbridge facility by OPEN CUT is 0.3m
Minimum clearance required for installation BELOW Enbridge facility by OPEN CUT is 0.6m
Minimum clearance required for installation BELOW Enbridge facility by HDB is 1.0m
Minimum clearance required for installation BELOW Enbridge facility by HDD is 3.0m
Minimum clearance required for road installation from bottom of ditch to top of Enbridge facility is 0.9m and from centerline of road to top of Enbridge facility is 1.2m
Minimum clearance required for railway installation from bottom of ditch to top of Enbridge <i>uncased</i> facility is 1.83m and from centerline of rail bed to top of Enbridge <i>uncased</i> facility is 3.05m
Minimum clearance required for railway installation from bottom of ditch to top of Enbridge <i>cased</i> facility is 0.91m and from centerline of rail bed to top of Enbridge <i>cased</i> facility is 1.68m

6. WRITTEN CONSENT

After applying for written consent, Enbridge will review the proposed installation and/or temporary activities application in order to ensure that the proposed work will not pose a risk to existing Enbridge facilities, as well as, to ensure that any access required to existing facilities for maintenance or in an emergency situation will not be impeded.

Some applications may require further engineering assessment which will require additional time to review the proposed installation and/or temporary activities prior to Enbridge issuing consent. All efforts will be made to provide an agreement within an appropriate timeframe, however, please ensure that your application request is submitted with ample lead time.

7. CONTACT US

To obtain written consent from Enbridge, please contact the respective office as set out below:

REGION	CONTACT INFORMATION
LIQUIDS PIPELINES - WESTERN CANADA (Alberta, Saskatchewan, Manitoba and Norman Wells)	Lands & ROW 330, 10180 – 101 Street Edmonton AB T5J 3S4 Email: crossingrequests@enbridge.com Phone: 780-378-2228
LIQUIDS PIPELINES - EASTERN CANADA (Ontario and Quebec)	Lands & ROW 1 st Floor, 1086 Modeland Road, Bldg 1050 Sarnia ON N7S 6L2 Email: est.reg.crossing@enbridge.com Phone: 1-800-668-2951
GAS PIPELINES / STORAGE - BRITISH COLUMBIA	Lands & ROW 200, 425 – 1 Street SW Calgary AB T2P 3L8 Email: crossings@enbridge.com Phone: 587-747-6538

GAS STORAGE - ONTARIO	3501 Tecumseh Road Mooretown ON N0N 1M0 Email: chris.pincombe@enbridge.com Phone: 519-862-6092
GAS PIPELINE - ALLIANCE	Lands & ROW 600, 605 – 5 Ave SW Calgary AB T2P 3H5 Email: crossings@alliancepipeline.com Phone: 403-266-4464

For more information on Enbridge Gas Distribution please click the link: <https://www.enbridgegas.com/gas-safety/pipeline-safety.aspx>

8. ONE CALL CENTRES

Before putting a shovel in the ground, whether it is in your backyard or a commercial jobsite, please do a locate request to safely identify any buried utility lines at www.clickbeforeyoudig.com.

Your local one call centre can also be reached by phone as shown below:

CALL OR CLICK BEFORE YOU DIG!! Contact your respective one-call centre	
British Columbia https://www.bconecall.bc.ca/ 1-800-474-6886	Alberta http://albertaonecall.com 1-800-242-3447
Saskatchewan www.sask1stcall.com 1-866-828-4888	Manitoba http://www.clickbeforeyoudigmb.com/ 1-800-940-3447
Ontario www.on1call.com 1-800-400-2255	Quebec www.info-ex.com 1-800-663-9228
Northwest Territories 1-867-587-7000 Or contact the pipeline company directly	

9. REGULATORS

In Canada, Enbridge has pipelines that are regulated by both the federal government and provincial governments. For more information on any of the regulators please visit their respective website.

Canada Energy Regulator: www.cer-rec.gc.ca

Alberta Energy Regulator: www.aer.ca

10. DEVELOPMENT ON OR NEAR THE RIGHT-OF-WAY

Enbridge should be consulted early in the design phase with regards to proposed subdivisions, roads and utilities, and municipal landscaping.

Subdivisions – Enbridge highly recommends that our right-of-way be used as a passive green space or as part of a linear park system. Permanent structures on the right-of-way are not permissible.

Roads and Utilities – Roads may be permitted to cross and/or run parallel to the right-of-way but no portion of a road allowance can be located on the right-of-way (apart from approved road crossings). Enbridge will review the location of utilities which are often proposed within the road allowance.

Landscaping – Projects such as pedestrian pathways may be permitted as long as they do not impede Enbridge's access along its right-of-way for operational and/or maintenance activities. Enbridge's written consent will specify the permitted landscaping requirements.

11. DAMAGE PREVENTION

Enbridge's underground facilities must be positively identified, to Enbridge's satisfaction, prior to the start of any proposed construction activities.

Enbridge's representative(s) have the authority to stop work at any time due to safety, environmental or operational concerns and/or unforeseen circumstances or emergency situations.

****IMMEDIATELY NOTIFY ENBRIDGE IF YOU COME INTO CONTACT WITH THE PIPE! ****

As a small scratch or dent in the pipeline's coating can impact long term safety of the pipeline and must be assessed by Enbridge.

Please note that obstacles or un-approved above ground installations located on an Enbridge right-of-way, such as sheds, trailers, boats and pools can interfere with Enbridge's access of their right-of-way. Permanent structures on the right-of-way are NOT permissible.

Enbridge must be contacted before conducting any blasting activities within 300m of the pipeline right-of-way so that Enbridge can review the proposed plans in order to see if there might be potential impacts to its facilities. Blasting activities related to prospecting for mines and minerals within 40m of a federally regulated pipeline right-of-way requires permission from the Canada Energy Regulator.

12. EMERGENCY SITUATIONS

In an emergency situation please provide as much notice, as is practicable, to Enbridge prior to commencement of any construction, excavation, installation or temporary crossing of existing pipelines and/or right-of-ways in order to access the emergency site.

Enbridge classifies an emergency situation as:

- ❖ A risk to human life;
- ❖ Required emergency repairs of public services; or
- ❖ To contain an environmental emergency.

In an emergency situation please call: **1-877-420-8800** (toll free) and/or contact your local One Call provider at the numbers listed in section 8.

DISCLAIMER: THESE GUIDELINES ARE INTENDED TO PROVIDE USEFUL CROSSING APPLICATION GUIDANCE INFORMATION TO THE APPLICANT. SUBMISSION OF AN APPLICATION MEETING THE REQUIREMENTS AS SET OUT HEREIN DOES NOT CONSTITUTE WRITTEN CONSENT FROM ENBRIDGE. ALL APPLICATIONS WILL BE REVIEWED BY ENBRIDGE TO DETERMINE WHETHER THE APPLICATION WILL BE APPROVED.

THIRD PARTY CROSSING APPLICATION FORM**APPLICANT INFORMATION**

Grantee* Full Legal Name for Agreement:

Regulator:

Other:

Grantee Address for Service:

Grantor/Enbridge Entity

Application by Broker/Land Consultant

Yes No

Broker/Land Consultant Name:

Contact Person Name:

Contact Person Phone Number:

File Number:

Broker/Land Consultant Address:

CROSSING INFORMATION

Expected construction start and end date(s):

Permanent Installation Temporary Activities Crossing Drainage Tile Pole/Pile Installation Other Workspace Equipment Crossing Access of ROW Geophysical Road Use Proximity Other

Location indicator including affected legal land description(s), PIN and GPS Coordinates (Latitude and Longitude Decimal Degree):

Grantor's Affected Disposition(s) (Alberta) (i.e. PLA # or License # or Line #):

Grantee's Field Contact Information:

Name:

Phone:

Email:

THIRD PARTY CROSSING APPLICATION FORM**Details of Grantee's Proposed Permanent Installation and/or Purpose of Temporary Activities****Method of Installation*** *(For permanent installations)*Open Cut HDB HDD **Drawing(s) Attached**Yes No **Drawing Requirements Met ***Yes No **Equipment Specification and Data Sheet Attached ***Yes No N/A **Notes/Additional Information:****SUBMIT TO:**

LIQUIDS PIPELINES WESTERN CANADA (Alberta, Saskatchewan, Manitoba and Norman Wells)	LIQUIDS PIPELINES EASTERN CANADA (Ontario and Quebec)
Department: Lands & ROW	Department: Lands & ROW
Address: 330, 10180 – 101 Street Edmonton AB T5J 3S4	Address: 1 st Floor, 1086 Modeland Road, Bldg 1050 Sarnia ON N7S 6L2
Email: crossingrequests@enbridge.com	Email: est.reg.crossing@enbridge.com



Equipment Specification and Data Sheet(s)

In order to properly conduct an analysis on the requested crossing the following general information and appropriate data sheets are required to be completed.

Steps:

1. Complete the *Applicant – Information and Details* document for each crossing application
2. Add and complete the *Data Sheet – Equipment or Vehicle with Tires* for EACH piece of equipment
3. Add and complete the *Data Sheet – Equipment with Tracks* for EACH piece of equipment
4. Return fully completed general information and data sheets and any other pertinent information

Applicant Information

Applicant Name:	
Applicant Contact Person Name:	
Email:	
Phone Number:	
Applicant Reference/File Number:	

Details

Description and Purpose of Crossing:			
Location Indicator (legal land description, PIN, etc.)			
GPS Coordinates:(Latitude and Longitude Decimal Degree)			
Duration:	Temporary <input type="checkbox"/>	Permanent <input type="checkbox"/>	
Start Date:		End Date:	
Equipment or Vehicle with Tires:	Yes	No	Datasheet:
Equipment with Tracks:	Yes	No	Datasheet:

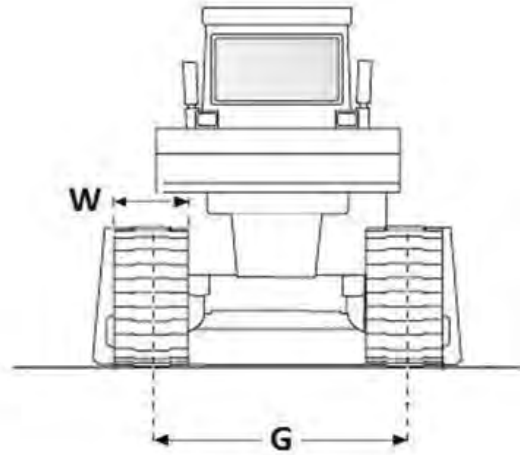
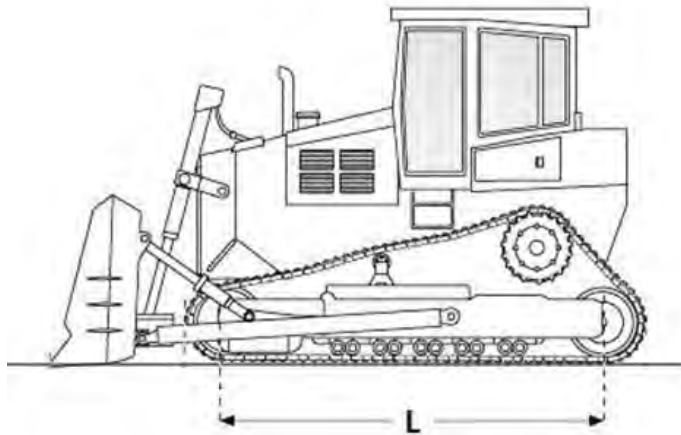
Data Sheet – Equipment with Tracks

Complete this data sheet for each piece of equipment with tracks.

Equipment with Tracks

INDICATE UNITS

Manufacturer:			
Model:			
Equipment Description:			
Fully Loaded Gross Vehicle Weight:		Weight Unit	
	Track Shoe Width (refer to W below)	Track Length on Ground (refer to L below)	Track Gauge (on center) (refer to G below)
Units	Select Unit	Select Unit	Select Unit
Track			



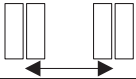
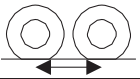


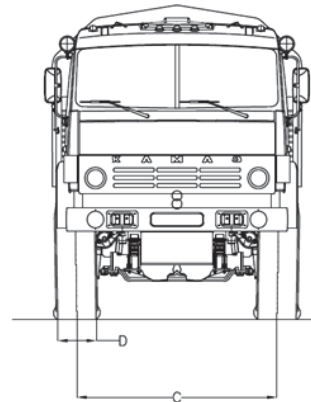
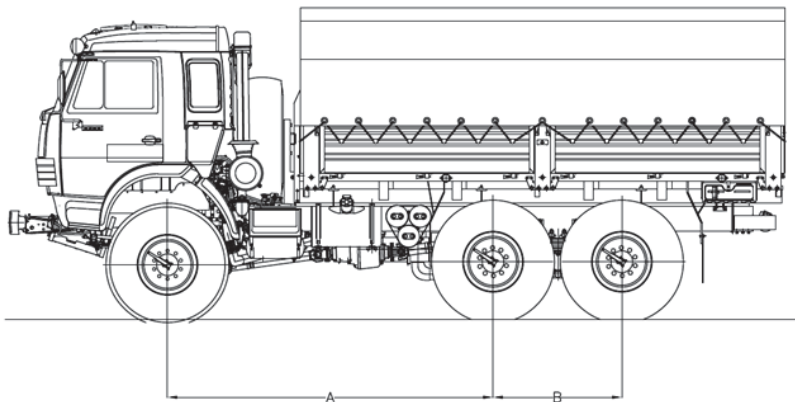
Data Sheet – Equipment or Vehicle with Tires

Complete this data sheet for **EACH** piece of equipment or vehicle with tires.
EXCLUSION: pick up trucks of one ton or less

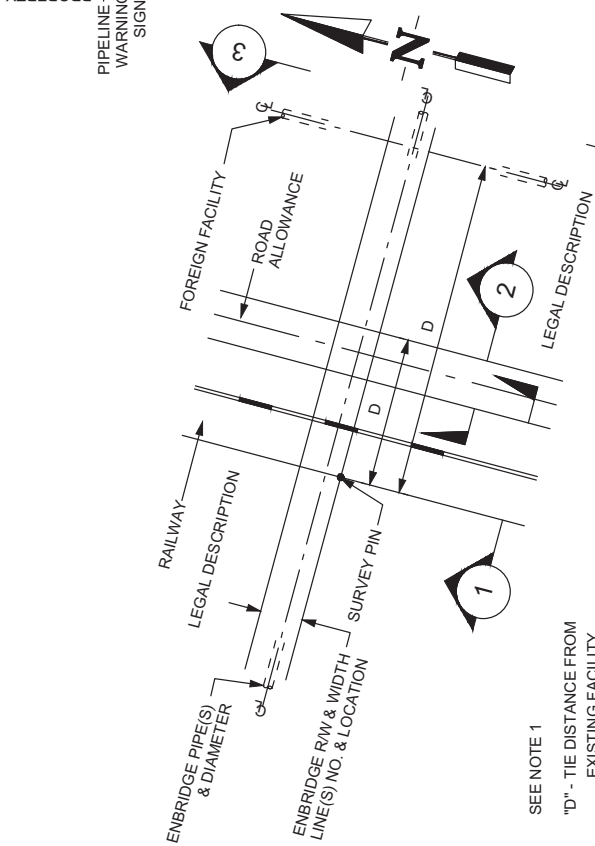
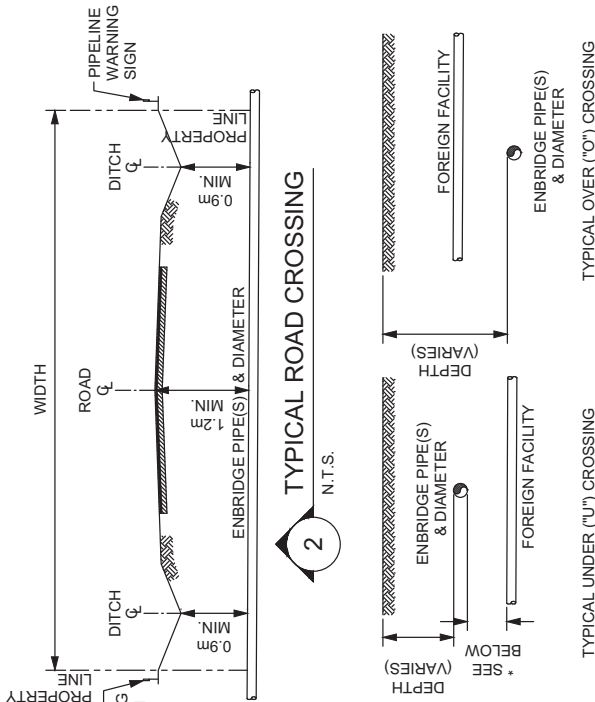
Equipment or Vehicle with Tires

INDICATE UNITS

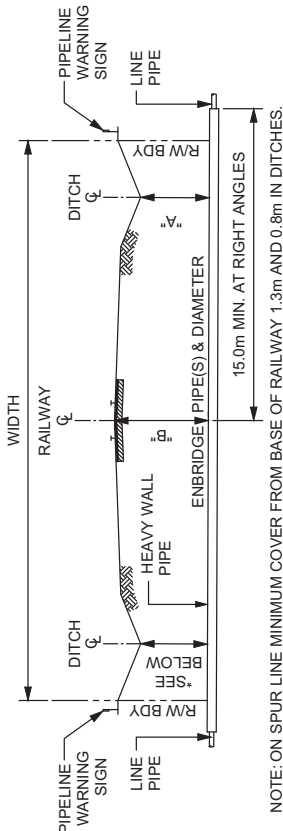
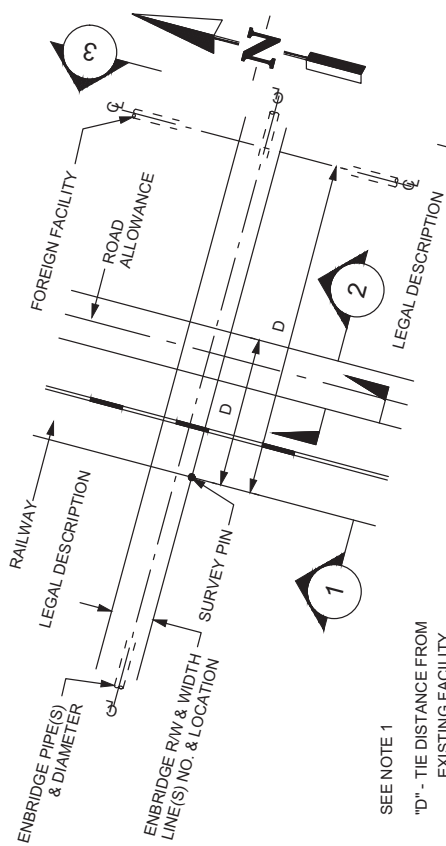
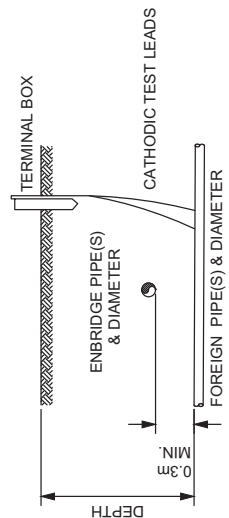
Manufacturer:						
Model:						
Equipment Description:						
Fully Loaded Gross Vehicle Weight:					Weight Unit	
Road legal without overweight permit?		Yes			No	
Axle	Maximum Loaded Weight PER Axle	Number of Tires PER Axle	Tire Width (refer to D below)	Tire Pressure	Distance between Tire Set Centerlines (refer to C below)	Centerline Distance to Previous Axle (refer to A below) (refer to B below)
						
Units	Select Unit		Select Unit	Select Unit	Select Unit	Select Unit
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3 rd						
4 th						
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7 th						



NOTE:
 1. ENBRIDGE PIPELINES OPERATE UNDER HIGH PRESSURE THEREFORE ENBRIDGE REPRESENTATIVE(S) MUST BE PRESENT DURING CONSTRUCTION.
 2. THIS DRAWING IS FOR REFERENCE ONLY. ACTUAL SITE DETAILS OR REQUIREMENTS MAY VARY.



*** MINIMUM CLEARANCE:**
 -0.3m IF OPEN CUT ABOVE ENBRIDGE PIPES
 -0.6m IF OPEN CUT BELOW ENBRIDGE PIPES
 -1.0m IF HDD UNDER ENBRIDGE PIPES
 -3.0m IF HDD UNDER ENBRIDGE PIPES



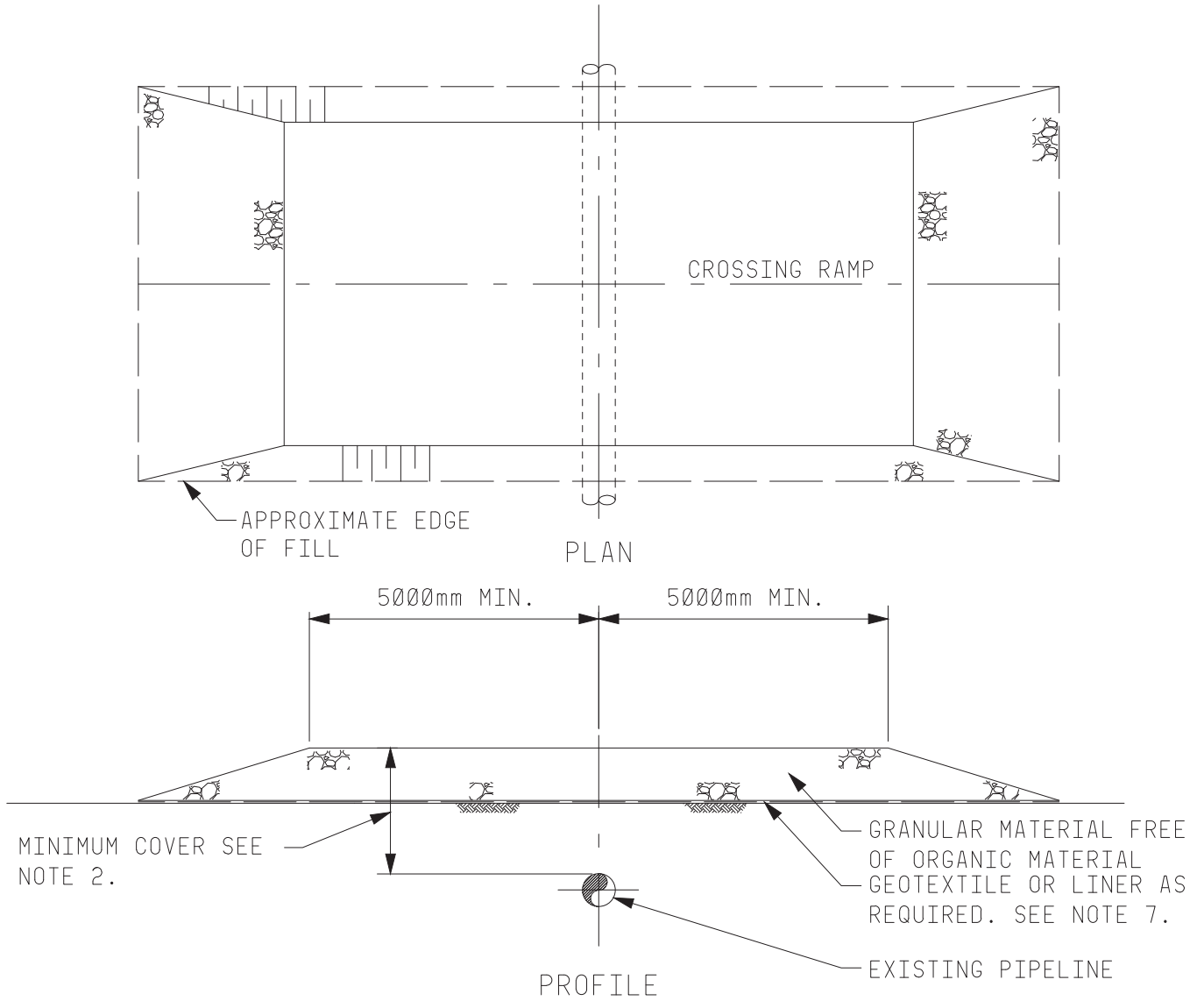
*** MINIMUM CLEARANCE:**
 "A" 0.91m
 "B" 1.68m
 CASED 1.83m
 UNCASED 3.05m

NOTE: ON SPUR LINE MINIMUM COVER FROM BASE OF RAILWAY 1.3m AND 0.8m IN DITCHES.
 15.0m MIN. AT RIGHT ANGLES

REFERENCE DRAWING	
1. ENBRIDGE PIPELINE CROSSING DETAILS	ENBRIDGE
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100. ENBRIDGE PIPELINE CROSSING DETAILS	ENBRIDGE

DATE: 20/04/08
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: AS SHOWN
 PROJECT NO.: B-1-02-5052-0
 SHEET NO.: 3

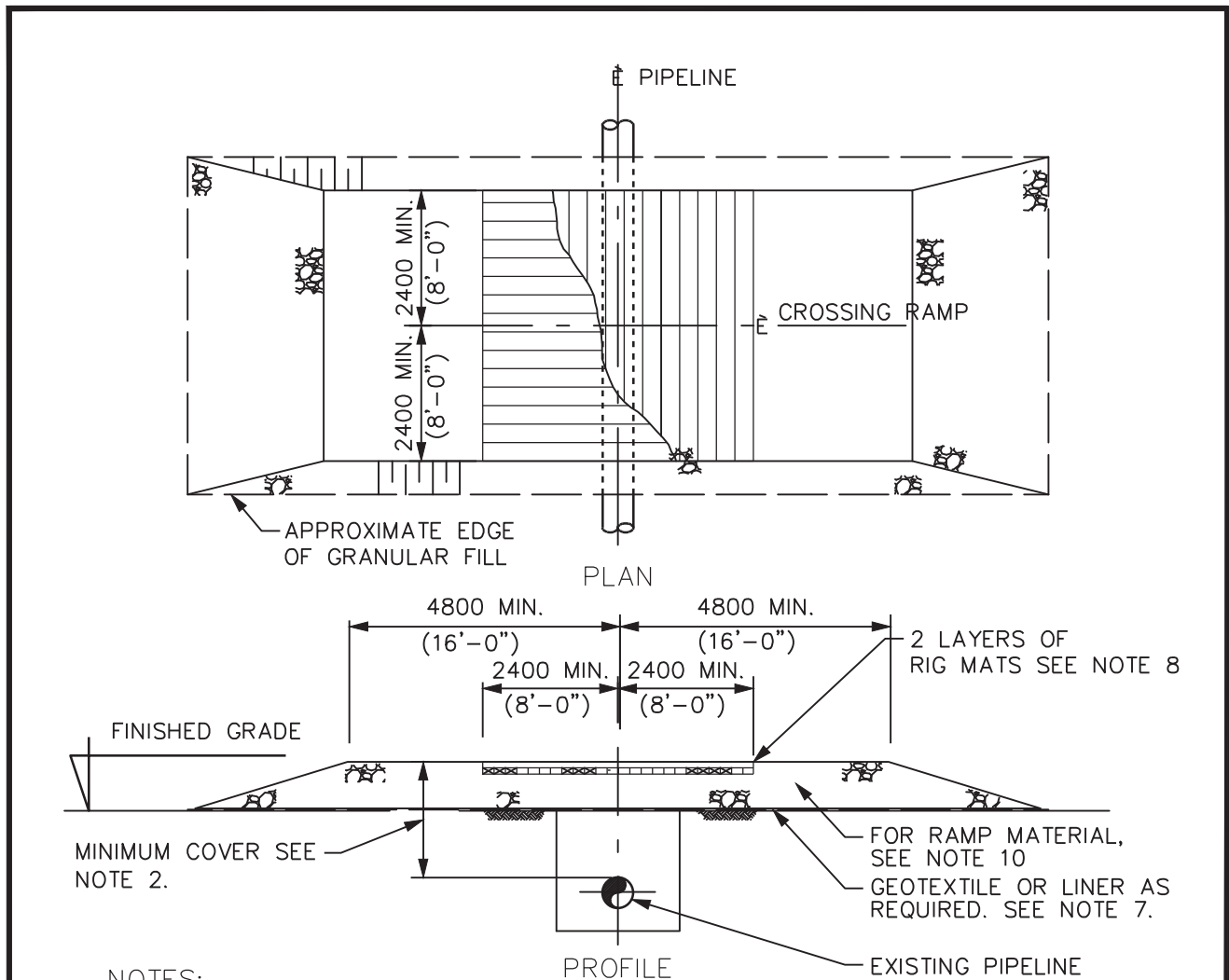
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NOTES:

1. ON COMPLETION OF CONSTRUCTION, CONTRACTOR SHALL REMOVE COMPLETE RAMP AND RESTORE AREA TO ORIGINAL CONDITION.
2. MINIMUM COVER SHALL BE AS SPECIFIED IN THE CROSSING AGREEMENT.
3. LENGTH OF RAMP TO VARY IN ACCORDANCE WITH CROSSING ANGLE.
4. RAMP WIDTH SHALL BE MINIMIZED AS MUCH AS POSSIBLE, AND SHALL NOT ENCROACH BOUNDARIES SET IN THE CROSSING AGREEMENT.
5. RAMP SIDE SLOPE SHALL NOT BE STEEPER THAN 1V:4H.
6. RAMP SHALL BE COMPACTED, AND HAVE A CROSS FALL TO ENSURE THAT WATER WILL NOT POND ON THE RAMP CAUSING EXCESSIVE RUTTING.
7. A GEOTEXTILE OR LINER BARRIER TO BE INSTALLED AT THE DISCRETION OF THE ENBRIDGE FIELD REPRESENTATIVE.
8. REFER TO DRAWING A-1.8-43105 FOR FRENCH VERSION.
REFERE AU DESSIN A-1.8-43105 POUR VERSION FRANCAISE.

A-1.8-43105-0		TYPICAL DESIGN DETAIL		2
REFERENCE DRAWINGS				
2	FRENCH TRANSLATION REFERENCE AS PER IDR 583	2019 JAN 11	BLB	ENB
1	AS BUILT INTERNAL DRAFTING ID 304	20 MAR 18	GB	ENBRIDGE
REV NO.	REVISION DESCRIPTION	DATE BY	CHK	APPR.
COPYRIGHT © THIS DRAWING IS THE PROPERTY OF ENBRIDGE AND SHALL NOT BE REPRODUCED EITHER IN WHOLE OR IN PART WITHOUT PRIOR WRITTEN CONSENT OF ENBRIDGE.				
ENBRIDGE				
TYPICAL DESIGN DETAIL TYPICAL TEMPORARY CROSSING RAMP WITH EARTH				
BY: GB	CHK: GG	ENG.:	ENB APPR:	
DATE: 14 FEB 18	SCALE: NTS	STATUS: AS BUILT		
DWG. NO.:	A-1.8-42872-0			REV. NO. 2



NOTES:

1. ON COMPLETION OF CONSTRUCTION, CONTRACTOR SHALL REMOVE COMPLETE RAMP AND RESTORE AREA TO ORIGINAL CONDITION.
2. MINIMUM COVER SHALL BE AS SPECIFIED IN THE CROSSING AGREEMENT.
3. LENGTH OF RAMP TO VARY IN ACCORDANCE WITH CROSSING ANGLE.
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5. RAMP SIDE SLOPE SHALL NOT BE STEEPER THAN 1V:4H.
6. RAMP SHALL BE COMPACTED, AND HAVE A CROSS FALL TO ENSURE THAT WATER WILL NOT POND ON THE RAMP CAUSING EXCESSIVE RUTTING.
7. A GEOTEXTILE OR LINER BARRIER TO BE INSTALLED DURING SPRING, SUMMER AND FALL SEASONS.
8. RIG MATS SHALL BE STAGGERED OR PLACED IN A PERPENDICULAR ORIENTATION FROM THE PREVIOUS LAYER SO THAT THE EDGES DO NOT LINE UP
9. ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED
10. SNOW OR ICE CAN BE USED AT THE DISCRETION OF THE ENBRIDGE FIELD REPRESENTATIVE.
11. REFER TO DRAWING A-1.8-43106 FOR FRENCH VERSION. REFERE AU DESSIN A-1.8-43106 POUR VERSION FRANCAISE.

A-1.8-43106-0		TYPICAL DESIGN DETAIL	
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3	AS BUILT DR. IDR 743	20 JUN 19 MF	AE ENB
2	FRENCH TRANSLATION REFERENCE AS PER IDR 583	11 JAN 19 MM	BLB ENB
1	AS BUILT INTERNAL DRAFTING ID 304	20 MAR 18 BLB	GB ENBRIDGE
REV. NO.	REVISION DESCRIPTION	DATE BY	CHK APPR.
<p>ENBRIDGE</p> <p>TYPICAL DESIGN DETAIL TYPICAL TEMPORARY CROSSING RAMP WITH RIG MATS</p>			
BY: GB	CHK: GG	ENG.:	ENB APPR:
DATE: 14 FEB 18	SCALE: NTS	STATUS: AS BUILT	
DWG. NO.:	A-1.8-42873-0		REV. NO. 3



April 29, 2022

BY E-MAIL ONLY (Bashar.Al-Hussaini@mississauga.ca)

Bashar Al-Hussaini
Planner, Planning Programs
City of Mississauga
300 City Centre Drive
Mississauga, Ontario L5B 3C1

Re: City-wide Major Transit Station Area Policies, 2022

Thank you for the opportunity to comment on the City of Mississauga's draft Major Transit Station Area (MTSA) Policy framework. We appreciate being engaged throughout the City's Official Plan (OP) review process.

Toronto and Region Conservation Authority (TRCA) staff understand that to meet new provincial policy requirements for MTSA's, Peel Region has proposed a planning framework for MTSA's and identified potential MTSA (and Protected MTSA - "PMTSA") locations, boundaries, and minimum density targets, in collaboration with local municipalities. We further understand that the proposed Regional Official Plan (ROP) is awaiting adoption by Regional Council and that the City will move forward with local Official Plan (OP) amendments to implement their own MTSA planning framework upon approval of the ROP. As such, the proposed boundaries and targets associated with each individual (P)MTSA, and examples of mapping may be subject to change and refinement.

TRCA provides our comments as a public commenting body under the *Planning Act*, with delegated responsibility for representing the provincial interest in natural hazards (Section 3.1 of the Provincial Policy Statement - PPS), a watershed-based resource management agency, and a service provider in accordance with our Memorandums of Understanding with Peel Region and the City of Mississauga. In these roles, and as stated in the A Made-in-Ontario Environment Plan, Conservation Authorities (CAs) work in collaboration with municipalities and stakeholders to protect people and property from flooding and other natural hazards, and to conserve natural resources.

COMMENTS

TRCA staff generally support the proposed MTSA policy framework, subject to additional policy language needed to ensure no new development and intensification will be permitted within natural hazards or be inconsistent with the City's current Special Policy Area policies and designations. We appreciate inclusion of specific policies (5.7.2.4 f) and g)) recognizing the need to protect and mitigate against natural hazards and to protect, restore and enhance natural heritage systems and water resource systems within MTSA's, however, we offer the following detailed comments to further assist in the City's implementation of provincial and regional policies and alignment with TRCA's Living City Policies.

Natural Hazards and Features within (P)MTSA's

It appears that areas within our jurisdiction containing natural features and hazards not intended for development or intensification have been excluded from the sample PMTSA boundaries. TRCA staff appreciate these exclusions, however, we note that similar net-outs of natural hazards may not have been applied within delineated MTSA's

identified on the City's [MTSA Dashboard](#). As per our comments below, the draft MTSA specific policies do not explicitly mention that natural hazards, including flood, erosion and slope instability are unsuitable and should not be planned for significant development. We recognize that the Province's growth management framework directs growth to locations with existing or planned higher-order transit. However, we note that it also specifies that, in the event of conflict, policies that provide more protection to the natural environment and human health prevail. It is therefore critical that the City's MTSA policy framework meet the criteria for addressing natural hazard management, and natural heritage and water resource protection. As elaborated in our comments below, the City's MTSA policies should explicitly mention that natural hazards, including flood, erosion and slope instability are unsuitable and should not be planned for intensification.

Policies 5.7.2.4 f) and g)

TRCA staff appreciate that these policies likely aim to ensure that development is protected from and helps mitigate risk from natural hazards and does not negatively impact natural systems. However, as written, the policies don't appropriately convey this intent or align with the overarching objective of 5.7.2.4. It is unclear how development would contribute to the protection and mitigation of natural hazards and protection, restoration, and enhancement of natural systems. Development is protected *from* natural hazards by virtue of being located outside them. Similarly, it is unclear how development would identify, protect, restore, and enhance natural systems while promoting natural linkages. Typically, natural systems are identified for protection *from* development and enhanced or restored because of existing or anticipated development and site alteration.

Pursuant to sections 2.1 and 3.1 of the PPS and corresponding (draft) ROP policies, and in accordance with the City's draft OP policies (e.g., Natural Heritage System, Natural Hazard Lands), the MTSA policies should specify that natural hazards, including flooding, erosion and slope instability, are unsuitable and should not be planned for intensification, and that development and site alteration should not occur within natural heritage and water resource systems. Accordingly, we suggest that the subject policies be revised and/or included as new subsections of 5.7.2 (Land Uses) to assist with ease of interpretation.

Dundas Connects Master Plan

Under the master plan, a Bus Rapid Transit would traverse the Dundas Street corridor east to west through the flood plain of the Etobicoke Creek valley corridor and the provincially approved Applewood, Dixie and Etobicoke Creek Special Policy Areas (SPAs). City staff have engaged TRCA staff in the ongoing studies necessary for flood plain remediation and provincial approval to update the SPA boundaries, policies, and designations based on the most up to date flood plain hazard mapping. As this work is still in progress, the planned densities and heights identified in the City's sample PMTSA maps (and [MTSA Dashboard](#)) should be referenced as contingent on the approval and implementation of flood plain remediation works and provincial SPA approvals by the Ministry of Municipal Affairs and Housing and the Ministry of Northern Development, Mines and Natural Resources and Forestry.

We note that certain areas of MTSA along Dundas Street proposed for intensification are adjacent to valley corridors. We caution that the results of studies informing SPA updates could limit future development and intensification opportunities in these areas as lands may be required for channel widening. For instance, the valley corridor along Little Etobicoke Creek where a minimum 60-metre wide natural corridor is being proposed / recommended to accommodate future predicted flows as a result of flood remediation works, and to restore and enhance the natural heritage system.

Active Transportation

Finally, we support the City's intent to plan for future connections between transit and active transportation, including improved access to an interconnected, multi-modal street network that includes walking, cycling and

the use of transit (e.g., 5.7.1.5 d) and 5.7.7.2). TRCA staff recommend that new trail connections or connections to natural spaces also be included within the MTSA policy framework to support active transportation and increase direct connectivity and regional linkages to multi-modal transit. We encourage City staff to build upon [TRCA's Trails Strategy](#) by incorporating it into revised MTSA policies (e.g. 5.7.7 – Connectivity) and/or a City-wide strategy. TRCA's Trail Strategy was developed in partnership with community groups and municipalities to provide for a publicly accessible regional trail network connecting our growing communities to nature, to culture, and to each other, contributing to active living and enhancing our conservation legacy. Trail alignments forming part of this regional system traverse sections of the sample/draft MTSA boundaries within Mississauga (E.g., along Eastgate Parkway in Tomken and Tahoe up through to Eglinton Ave E. between Etobicoke and Spectrum). We would welcome the opportunity to work with the City and Region to create connections with TRCA's trail systems.

We trust these comments to be of assistance. Should you have any questions or require any clarifications, please contact the undersigned by email at jeff.thompson@trca.ca or by telephone at (416) 661-6600 ext. 6469.

Sincerely,



Jeff Thompson, M.Pl, MCIP, RPP
Senior Planner, Policy
Encl.

cc:

Gail Anderson, Principal Planner, Regional Planning and Growth Management, Region of Peel
Dorothy Di Berto, Senior Manager Planning, Credit Valley Conservation Authority
Adam Miller, Associate Director, Development Planning and Permits, TRCA
Mary-Ann Burns, Senior Manager, Provincial and Regional Policy, TRCA
Jason Wagler, Senior Manager, Development Planning and Permits, TRCA
Colleen Bonner, Senior Planner, Development Planning and Permits, TRCA

Planning and Development Committee

Date: May 9, 2022
Time: 6:01 PM
Location: Council Chambers, Civic Centre, 2nd Floor
 300 City Centre Drive, Mississauga, Ontario, L5B 3C1
 And Online Video Conference

Members Present	Councillor Stephen Dasko	Ward 1
	Councillor Chris Fonseca	Ward 3
	Councillor John Kovac	Ward 4
	Councillor Ron Starr	Ward 6 (Vice-Chair)
	Councillor Matt Mahoney	Ward 8
	Councillor Sue McFadden	Ward 10
	Councillor George Carlson	Ward 11 (Chair)
	Councillor Carolyn Parrish	Ward 5 (ex-officio)
	Councillor Pat Mullin	Ward 2 (ex-officio)
Members Absent	Mayor Bonnie Crombie	
	Councillor Dipika Damerla	Ward 7 (Leave of Absence)
	Councillor Pat Saito	Ward 9 (ex-officio)

Staff Present

Andrew Whittemore, Commissioner, Planning & Building
 Shari Lichterman, Commissioner, Corporate Services & CFO
 Chris Rouse, Director, Development & Design
 Jason Bevan, Director, City Planning Strategies
 Emma Calvert, Manager, Engineering and Construction
 Graham Walsh, Deputy City Solicitor
 Ryan Au, Traffic Planning Coordinator
 Sangita Manandhar, Team Leader, Park Assets
 Jeremy Blair, Manager, Transportation Infrastructure Management
 Bashar Al-Hussaini, Planner
 Christian Binette, Planner
 Romas Juknevicus, Project Leader, Planning Programs
 Luisa Galli, Manager, Planning
 Sacha Smith, Manager, Legislative Services & Deputy Clerk
 Megan Piercey, Legislative Coordinator

1. CALL TO ORDER - 6:01 PM
2. INDIGENOUS LAND STATEMENT
Councillor G. Carlson recited the Indigenous Land Statement.
3. DECLARATION OF CONFLICT OF INTEREST - Nil
4. MINUTES OF PREVIOUS MEETING - Nil
5. MATTERS CONSIDERED (AFTERNOON SESSION) - Nil
6. MATTERS CONSIDERED (EVENING SESSION)
- 6.1 PUBLIC MEETING INFORMATION REPORT (ALL WARDS)

City-Wide Major Transit Station Area Study - Draft Official Plan Amendment
File: LA.07-CIT

Bashar Al-Hussaini, Planner provided an overview of the Draft Official Plan Amendment. Committee Members engaged in discussion regarding height requirements, the Ministry of Environments role, density targets, shadow impacts, and the floodplain in the Dixie and Dundas area at the Etobicoke boarder. Mr. Al-Hussaini and Jason Bevan, Director, City Planning Strategies responded to questions.

The following person spoke:

1. Peter Gross, Gowling WLG LLP requested a pre-consultation meeting with Ahmed Developments Inc. regarding the proposed 9 storey limit in this area before the Official Plan Amendment is approved.

Andrew, Whittemore, Commissioner, Planning and Building responded to questions. Councillor S. Dasko directed planning staff to have an informal discussion with Ahmed Developments Inc.

RECOMMENDATION PDC-0040-2022

Moved By Councillor S. Dasko

1. That the report titled “City-Wide Major Transit Station Area Study - Draft Official Plan Amendment” dated, April 14, 2022, from the Commissioner of Planning and Building, and any submissions received at the public meeting held on May 9, 2022, be received for information.
2. That 1 oral submission be received.

YES (9): Councillor S. Dasko, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor M. Mahoney, Councillor S. McFadden, Councillor G. Carlson , Councillor C. Parrish, and Councillor P. Mullin

ABSENT (3): Mayor Crombie, Councillor D. Damerla, and Councillor P. Saito

Carried (9 to 0)

6.2 PUBLIC MEETING INFORMATION REPORT (WARDS 4 and 7)

Planning 15-Minute Cities: Downtown Fairview, Cooksville and Hospital Policy Review – Draft Official Plan Amendment and Built Form Standards

File: CD.03-DOW

Christian Binette, Planner provided an overview of the Draft Official Plan Amendment and Built Form Standards.

The following persons spoke:

1. Mary Ellen Bench, Dentons Canada LLP spoke on behalf of Bronte College with respect to the implications of the proposed draft official plan amendment. Ms. Bench noted her client would like to remain in this location, is supportive of the Residential High Density designation, and requested that the subject property have far greater height potential than the proposed maximum 12 storey height limit.
2. Larry Lindsay, Resident expressed concerns regarding the built form standards, transitional plane, height, shadowing, flooding and the impact to the existing character of Burdock Place.
3. Glen Broll, GSAI spoke on behalf of Equity Three Holdings Inc. and spoke to the built form standards and the 25 storey height restriction. Mr. Broll advised that his client currently has an application in for 35 storeys and noted concerns for the maximum height restriction, minimum 3 storeys of non-residential uses and whether new protected Major Transit Station Area policies will impact the processing of development applications currently under review.
4. Robin Vanderfleet, Resident spoke to the importance of ensuring affordable housing and inclusionary zoning.
5. Richard Paciorek, Resident expressed concerns regarding height, privacy, security, shadowing and flooding.

Councillor J. Kovac requested clarity on the City's plan for growth with the proposed policies. Mr. Binette, Andrew Whittemore, Commissioner, Planning & Building and Jason Bevan, Director, City Planning Strategies responded to questions.

RECOMMENDATION PDC-0041-2022

Moved By Councillor C. Parrish

1. That the corporate report titled “Planning 15-Minute Cities: Downtown Fairview, Cooksville and Hospital Policy Review – Draft Official Plan Amendment and Built Form Standards” dated April 14, 2022, from the Commissioner of Planning and Building and any submissions made at the public meeting held on May 9, 2022, be received for information.
2. That 5 oral submissions be received.

YES (8): Councillor S. Dasko, Councillor C. Fonseca, Councillor J. Kovac, Councillor M. Mahoney, Councillor S. McFadden, Councillor G. Carlson , Councillor C. Parrish, and Councillor P. Mullin

ABSENT (4): Mayor Crombie, Councillor R. Starr, Councillor D. Damerla, and Councillor P. Saito

Carried (8 to 0)

7. ADJOURNMENT - 7:45 PM (Councillor C. Fonseca)

Appendix 3

City-Wide Major Transit Station Area Study - Official Plan Amendment – Response to Comments Summary

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
1	Ahmed Group (2560 and 2564 Confederation Pkwy) Inc., owner of 2560 and 2564 Confederation Parkway and of 1000 and 1024 Dundas Street East, letter dated May 27, 2022.	(1) The City of Mississauga “Map 17-4 Dixie Employment Area” and map “Schedule 9 Character Areas” must be consistent with the enclosed “Employment Areas Schedule E-4” of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states: “5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4.”	(1) This comment is specific to the proposed policies of MOPA 141 and MOPA 142 which were approved by the PDC on July 5, 2022 through the recommendations of the report titled “Dundas Corridor Policy Implementation Project – Official Plan Amendment” dated June 10, 2022, from the Commissioner of Planning and Building. Responses to these comments were provided in the report appendices which are available at: https://pub-mississauga.escribemeetings.com/Meeting.aspx?Id=44e134f0-1086-405f-b147-dcdc52993249&Agenda=Agenda&lang=English&Item=14&Tab=attachments	(1) No action required
		(2) Re-designating owned lands, as shown in MTSA Schedule 11-G, from “Mixed Use” to “Residential High Density”, similar to other properties to the north and west, allowing for the future redevelopment of the property for a multi-	(2) It is unclear which properties this comment is referring to. If it is referring to 2560 and 2564 Confederation Pkwy, they are not located within a delineated MTSA. Therefore the proposed amendments would not apply. If the reference is for the lands located on 1000 and 1024 Dundas Street East, it is a comment that has been addressed as part of the proposed policies of MOPA 141 and MOPA 142 which were	(2) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		<p>family residential building, without the need for an Official Plan Amendment.</p>	<p>approved by the PDC on July 5, 2022 through the recommendations of the report titled “Dundas Corridor Policy Implementation Project – Official Plan Amendment” dated June 10, 2022, from the Commissioner of Planning and Building. Responses to these comments were provided in the report appendices which are available at: https://pub-mississauga.escribemeetings.com/Meeting.aspx?id=44e134f0-1086-405f-b147-dcdc52993249&Agenda=Agenda&lang=English&Item=14&Tab=attachments.</p>	
		<p>(3) City Staff’s decision of using maximum heights to “guide density” is contradictory to both Provincial and Regional land use policy</p>	<p>(3) The <i>Planning Act</i> requires a lower-tier municipality to identify in its Official Plan the authorized uses of lands and of buildings or structures for Protected Major Transit Station Areas (PMTSAs).</p> <p>It also allows for policies that identify maximum building heights that are authorized with respect to buildings in PMTSAs. Staff are of the opinion the proposed PMTSA policies, are consistent and conform to Regional and Provincial requirements.</p> <p>The proposed maximum heights are intended to provide clarity on the desired built form. This is consistent with the new Peel 2051 Region of Peel Official Plan (RPOP) policy which states that maximum</p>	<p>(3) No action required</p>

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
			<p>densities may also be established at the discretion of the local municipality. The maximum heights will guide density in combination with the minimum Floor Space Index (FSI) identified for each PMTSA in the proposed policies.</p>	
		<p>(4) The ability of the City to freeze the rights of our property was to protect the cited minimum development densities from appeal, and not to impose a maximum development density</p>	<p>(4) In addition to the authorized use of building and structures and minimum densities, the <i>Planning Act</i> allows for policies to be protected from appeal that set out maximum densities and minimum and/or maximum heights of buildings within a PMTSA.</p> <p>The proposed City-Wide MTSA OPA policies, related to minimum densities represented through FSI and in combination with minimum and maximum building heights, are intended to achieve Regional MTSA targets. They also provide direction on the desired built form to reflect the Mississauga Official Plan City Structure, area context and vision for the area. Each MTSA is unique and some will absorb higher density development with a broader range of uses, building types and massing, while others may experience modest growth due to limited development opportunities.</p> <p>Applications to amend building heights can still be considered in PMTSAs through a</p>	<p>(4) No action required</p>

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
			<p>Council resolution . The Council resolution may be made in respect of a specific request, a class of requests or in respect of such requests generally. This would then allow for an official plan amendment to the PMTSA policies.</p>	
		<p>(5) City Staff should remove the proposed maximum building height limit on our property as proposed on draft map Protected Major Transit Station Area Schedule 11: Protected Major Transit Station Area.</p>	<p>(5) Maximum building heights are intended to manage densities in accordance with subsection 16(16).a.ii of the <i>Planning Act</i> which requires lower tier municipalities to identify minimum densities. Subsection 17 36.1.4) also allows for policies that identify maximum densities and maximum heights. Managing growth by identifying appropriate built forms and building heights is necessary to direct future development that varies depending on the context and the envisioned character of each MTSA.</p> <p>The Mississauga Official Plan currently sets out maximum building heights for many areas of the city. This is intended to provide clarity on the desired built form that reflects the City Structure and area context. The proposed maximum building heights will provide similar direction for new development in PMTSAs.</p>	<p>(5) No action required</p>
		<p>(6) It is important to note existing policy in Section</p>	<p>(6) Mississauga Official Plan policy 9.2.1.8 states that “The preferred location of tall</p>	<p>(6) That policy 9.2.1.8 be deleted</p>

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		<p>9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit Station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate.</p>	<p>buildings will be in proximity to existing and planned Major Transit Station Areas”. This policy is proposed to be deleted as part of the City-Wide MTSA OPAs and replaced with new policies that direct growth within MTSA as required by Regional and Provincial policies.</p> <p>The proposed MTSA policies emphasizes that each MTSA is unique and will be planned based on its local context, growth potential and limitations to determine appropriate densities and transit-supportive development. Not all stations or sites will achieve the same mix of land uses or intensity of development. Some will absorb higher density development with a broader range of uses, building types and massing, while others may experience modest growth due to limited development opportunities.</p>	
		<p>(7) Ask that City Staff be directed to meaningfully engage in discussions with Ahmed Group and expedite the review of their project.</p>	<p>(7) Staff will continue to engage with the Ahmed Group. Staff had a Development Application Review Committee (DARC) meeting with the owners on June 22, 2022, however a review of the project is premature given that the new Peel Region Official Plan is pending Provincial approval and the City’s proposed policies are not in effect.</p>	<p>(7) No action required</p>

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		(8) Request that the properties located on 2560 and 2564 Confederation Parkway be included into the MTSA boundaries.	(8) The MTSA boundaries were determined by the Region of Peel. Any boundary changes will require a request to and approval of the Region of Peel.	(8) No action required
2	Gowling WLG (Canada) LLP on behalf of Ahmed Developments Inc., owner of 1000 and 1024 Dundas Street East, letter dated May 6, 2022.	(1) Request the Planning and Development Committee to direct the City staff to consider the documentation that Ahmed Group will be submitting in support of the changes they are requesting to the draft Official Plan Amendment for Major Transit Station Areas	(1) Staff had a Development Application Review Committee (DARC) meeting with the owners on June 22, 2022, however a review of the project is premature given that the new Peel Region Official Plan is pending Provincial approval and the City's proposed policies are not in effect.	(1) No action required
3	Dentons Canada LLP on behalf of Bronte College, owner of 88 Bronte College Court, letter dated May 30, 2022.	(1) Request that the maximum height for the Subject Lands should fall between the maximum height for the Hospital site and the approved height of 29 storeys on the Gordon Woods Condo site.	(1) This comment is specific to the proposed policies of MOPA 145 and MOPA 146 which were approved by the PDC on July 5, 2022 through the recommendations of the report titled "Planning 15-Minute Cities: Downtown Fairview, Cooksville and Hospital Policy Review – Official Plan Amendments and Built Form Standards" dated June 10, 2022 of Planning and Building. A response to this comment was provided in the report appendices which are available at: https://pub-mississauga.escribemeetings.com/Meeting	(1) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
			.aspx?id=44e134f0-1086-405f-b147-dcdc52993249&Agenda=Agenda&lang=English&Item=13&Tab=attachments	
4	Glen Schnarr & Associates Inc. on behalf of Smart Centres Inc., owner of 1225 Dundas Street East, letter dated May 17, 2022.	(1) Request that height limits be removed from the MTSA policies which should more appropriately be used to define the MTSA boundaries and establish minimum density targets for transit supportive areas along the Dundas Corridor where Inclusionary Zoning can be implemented.	(1) See corresponding Staff comments to Comment 1, Issue 5.	(1) No action required
		(2) Earlier Local Area Plans completed in Port Credit and Lakeview, height schedules should be included as instruments in these documents, rather than seen as non-appealable or non-negotiable entities in MTSA policies.	(2) See corresponding Staff comments to Comment 1, Issue 4.	(2) No action required
		(3) Request that the subject site be compared to similarly located sites in the Confederation Parkway MTSA in	(3) The rationale for the building heights proposed for the subject site have undergone extensive public engagement as part of the Dundas Connects Master Plan which was endorsed in 2018 and	(3) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		<p>Cooksville. Lands with similar locational attributes, including proximity to major intersections along Dundas and being less than 800 m from an existing GO Station in Cooksville are being recommended for heights of 3-12 storeys, whereas the subject lands are being recommended for heights of 3-9 storeys in the Dixie GO MTSA. While in both instances we believe that greater heights are warranted in accordance with Provincial growth policies, these locations should be treated equally.</p>	<p>formed the basis of MOPA 141 and 142. The proposed amendments to Mississauga Official Plan were approved by the PDC on July 5, 2022 through the recommendations of the report titled “Dundas Corridor Policy Implementation Project – Official Plan Amendment” dated June 10, 2022, from the Commissioner of Planning and Building.</p> <p>The Dixie GO area is different to the Cooksville GO area and therefore a direct comparison is not appropriate. The area around Cooksville GO is a provincially designated Urban Growth Centre, and is within the Downtown which supports a different level of growth than the area around the Dixie GO station.</p> <p>The MTSA policies recognize that not all MTSAs are the same, and the unique context of each MTSA will determine the amount of growth that can be accommodated.</p>	
5	MHBC on behalf of the Southdown Industrial Landowners Group, letter dated May 23, 2022.	<p>(1) in order to ensure that the provisions of section 17.1.4 are carried over, it is requested that policy 5.7.2.1 be reworded as follows:</p> <p>5.7.2.1 The authorized uses of land are as</p>	<p>(1) Staff agree that rewording the policy is necessary to provide clarity on the applicability of current Character Area policies and other land use permissions. This is necessary to ensure that areas designated Mixed Use within Employment Areas would continue to prohibit sensitive land uses, such as residential.</p>	<p>(1) Reword policy 5.7.2.1 as follows:</p> <p>5.7.2.1 The authorized uses of land are as identified by the land use designations shown on Schedule 11: Protected Major Transit</p>

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		<p>identified by the land use designations shown in Schedule 11: Protected Major Transit Station Areas referenced in Table 5-2: Protected Major Transit Station Areas. The associated land use permissions are as per Part 3: Land Use Designations and Chapter 17: Employment Areas of this Plan, and applicable Local Area Plans.</p>		<p>Station Areas (including Schedules 11a to 11r), and referenced in Table 5-2: Protected Major Transit Station Areas. The associated land use permissions are as per Part 3: Land Use Designations of this Plan, and applicable Local Area Plans, City Structure and Character Areas policies.</p>
6	<p>MHBC on behalf of the Southdown Industrial Landowners Group, letter dated May 25, 2022.</p>	<p>(1) It is recommended that air quality assessments be completed for the Clarkson MTSA using the CALPUFF model, and for future studies by developers. This will ensure that planning decisions are being made based on the most accurate and informative modelling available which will help to minimize the potential for unacceptable land use conflict between future residents and existing</p>	<p>(1) For land use compatibility assessments, the City relies on existing Provincial requirements. Area specific modelling will be addressed for the subject sites as part of the Clarkson Transit Station Area Study. The City is not in a position to mandate modelling requirements on a city-wide basis for land use compatibility assessment.</p>	<p>(1) No action required</p>

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		major facilities in the long term.		
7	1910878 Ontario Inc., owner of 888 Dundas Street East, letter dated May 26, 2022.	(1) Comments/issues are identical to Comment 1, Issues 1 to 7.	(1) See corresponding Staff comments to Comment 1.	(1) See corresponding Staff comments to Comment 1.
8	Tavora Holding Co. Ltd., owner of 1030 Dundas Street East, letter dated May 25, 2022.	(1) Comments/issues are identical to Comment 1, Issues 1 to 7.	(1) See corresponding Staff comments to Comment 1.	(1) See corresponding Staff comments to Comment 1.
9	Mississauga Muslim Community Centre, owner of 2505 Dixie Road, letter dated May 26, 2022.	(1) Comments/issues are identical to Comment 1, Issues 1 and 3 to 7.	(1) See corresponding Staff comments to Comment 1.	(1) See corresponding Staff comments to Comment 1.

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
10	B.L.W. Holdings Ltd., owner of 980 Dundas Street East, e-mail dated June 2, 2022.	(1) Comments/issues are identical to Comment 1, Issues 1 to 7.	(1) See corresponding Staff comments to Comment 1.	(1) See corresponding Staff comments to Comment 1.
11	Ashley Group of Companies, owner of 918, 920 and 922 Dundas Street East, letter dated May 27, 2022.	(1) Comments/issues are identical to Comment 1, Issues 1 to 7.	(1) See corresponding Staff comments to Comment 1.	(1) See corresponding Staff comments to Comment 1.
12	Golfour Property Services, owner of 960 and 966 Dundas Street East, letter dated May 25, 2022.	(1) Comments/issues are identical to Comment 1, Issues 1 to 7.	(1) See corresponding Staff comments to Comment 1.	(1) See corresponding Staff comments to Comment 1.
13	B&A Planning Group on behalf of Enbridge,	(1) Recommend that Enbridge's pipelines (and any other pipelines) and facilities be indicated.	(1) The MTSA schedules reflect land use designations that identify the authorized use of building and structures. Property ownership is not typically shown on land use maps. Enbridge pipelines would be	(1) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
	letter dated April 21, 2022.		identified as "Utility" designated lands and Enbridge would be circulated to determine any potential impact on assets as part of the development review process. A map of the oil and gas transmission lines is available on the City's website on the Mississauga Official Plan page under "Other Information".	
		(2) To ensure that all development within the pipeline assessment area is referred to Enbridge for review and comment, we recommend inclusion of the following policy: "When an area structure plan, an outline plan, a concept plan, a subdivision application or a development permit application is proposed that involves land within 200m of a pipeline, as demonstrated in "Map xx: ____" (per recommendation #1), Administration shall refer the matter to the pipeline company for review and input."	(2) Any potential impact of future development on pipelines will be assessed as part of the development review process. Enbridge is currently circulated on all development applications in proximity to Enbridge owned facilities. This would continue to apply city-wide and not just for PMTSAs.	(2) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		<p>(3) To ensure that no unauthorized ground disturbance or pipeline crossings occur when development progresses, we recommend the following policy be included within the Official Plan Draft: “All development within 30m or crossings of a pipeline shall require written consent from the pipeline company and is the responsibility of the applicant to obtain prior to development approval.”</p>	<p>(3) See corresponding Staff comments to Comment 11, Issue 2.</p>	<p>(3) No action required</p>
		<p>(4) To support Enbridge’s maintenance of the pipeline and limit the risk of mechanical damage we recommend the following policy inclusions: a. “Permanent structures shall not be installed anywhere on the pipeline right-of-way and should be placed at least _____ metres from the edge of the right-of-way and _____ metres</p>	<p>(4) See corresponding Staff comments to Comment 11, Issue 2.</p>	<p>(4) No action required</p>

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		<p>from the edge of the pipeline.” b. “Temporary structures shall not be installed anywhere on the pipeline right-of-way and should be placed at least _____ metres from the edge of the right-of-way and _____ metres from the edge of the pipeline.”</p>		
14	Toronto and Region Conservation Authority (TRCA), letter dated April 29, 2022.	<p>(1) The City’s MTSA policies should explicitly mention that natural hazards, including flood, erosion and slope instability are unsuitable and should not be planned for intensification.</p>	<p>(1) Policies that preclude intensification and development on natural hazards area are contained in Mississauga Official Plan under Section 6.3 Green System.</p> <p>The MTSA policies are intended to be read in conjunction with other sections of the Plan, and therefore these policies will continue to apply for lands within PMTSAs.</p>	(1) No action required
		<p>(2) The MTSA policies should specify that natural hazards, including flooding, erosion and slope instability, are unsuitable and should not be planned for intensification, and that development and site alteration should not</p>	<p>(2) Similar to the Staff response for Comment 12, Issue 1, development limitations on natural hazard lands are included in Section 6.3 of Mississauga Official Plan. The current policies of the Official Plan sufficiently addresses this issue, without the need for repetition.</p>	(2) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		<p>occur within natural heritage and water resource systems. Accordingly, we suggest that the subject policies be revised and/or included as new subsections of 5.7.2 (Land Uses) to assist with ease of interpretation.</p>		
<p>15</p>	<p>Region of Peel, verbal discussions on July 20th, 2022</p>	<p>(1) Request the City’s MTSA policies include wording requiring development to be subject to the availability of servicing.</p>	<p>(1) Staff notes that this wording is necessary to ensure that appropriate servicing is available as development occurs.</p>	<p>(1) New policy added: 5.7.9 Development Servicing 5.7.9.1 Development will be phased to ensure appropriate transportation and municipal servicing infrastructure along with community services and facilities are available to service development. Development is to progress in a financially responsible and environmentally sustainable manner and cannot proceed until infrastructure services such as water, wastewater, and transportation are available. An evaluation or study may</p>

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
				be required to demonstrate that there is sufficient infrastructure and servicing capacity for a Major Transit Station Area and if there isn't sufficient capacity, a servicing strategy shall be completed to the satisfaction of the Region of Peel.

Notes:

Existing policies are shown in the black text; proposed new changes are shown in the red text; proposed deletions to existing policies are shown as ~~strike-outs~~. Text highlighted in yellow indicate a change from the draft official plan amendment presented to Planning and Development Committee on May 9, 2022.

1.1.4 How to Read Mississauga Official Plan

To understand the planning rationale and policy objectives of Mississauga Official Plan, also referred to as “Official Plan”, “the Plan” or “this Plan”, it should be read in its entirety and all relevant text, tables, and schedules are to be applied to each situation. The uses listed in Part 3 of this Plan will be permitted provided that all other policies of this Plan are met.

The vision articulated in Mississauga Official Plan is contingent on an understanding of the city as a complex, urban place where sometimes conflicting considerations must be effectively balanced so that the city can move forward with planning approaches that align with larger city building objectives.

Mississauga Official Plan replaces the 2003 Mississauga Plan. The following provides guidance for the interpretation of this document:

- a. Mississauga Official Plan document includes text, tables, schedules, figures and associated captions, and appendices. The text, tables, maps and schedules are the policies of Mississauga Official Plan and must be read together. The figures and associated captions and the appendices have been included for information and illustration purposes only and are not policy. The text, tables, maps and schedules will be amended through an official plan amendment. Figures and associated captions and appendices may be modified without an amendment to this Plan.
- b. The location of boundaries and symbols are approximate and they are not intended to define the exact locations except where they coincide with major roads, railways, transmission lines,

major **watercourses**, or other bodies of water, and other clearly recognizable physical features. Future roads and public transit systems are shown in approximate locations only. Numbers are approximations, except designated rights-of-way widths. Where a land use designation coincides with a property line, the property line will generally be interpreted as the boundary of the land use designation. Where a property is adjacent to a road, the land use designation is interpreted to extend to the centre line of the road right-of-way.

- c. Mississauga may undertake or require a number of studies to address planning matters including the following:
 - a municipal comprehensive review is an official plan review or an official plan amendment, initiated by the City, that has city wide policy implications. This includes, among other matters, changes to the urban structure or conversion of employment lands;
 - a local area review may be undertaken for all or part of one or more Character Areas. It may develop a vision for the study area as well as address a variety of matters such as land use, transportation, environment or urban design. While a local area review would generally result in an amendment to Character Area policies which may be contained within a Local Area Plan, it may also identify a need for amendments to city wide policies. These reviews are typically undertaken by or on behalf of the City. An official plan amendment would be required to implement the results of a local area review;
 - a development master plan is prepared by a development proponent at the direction of the City and to the City’s satisfaction to assist with the evaluation of development applications until such time as a local area review has been completed; and

- planning studies may address a variety of Official Plan policies including matters relating to land use, transportation, environment, or urban design that are limited in scope or geography. These reviews are typically undertaken by or on behalf of the City and may or may not result in an amendment to this Plan.
- d. Interpretation of the intent of Mississauga Official Plan, or any part thereof, will be made by City Council on the advice of staff. Where terms such as “acceptable” or “appropriate” are used, the determination of compliance will be made by City Council on the advice of staff.
 - e. Where there is a conflict between the policies relating to the natural and cultural heritage and the rest of this Plan, the direction that provides more protection to the natural and cultural heritage will prevail.
 - f. There are sites within Character Areas that merit special attention. While special sites are areas with unique circumstances, they complement and support the long term vision of the Plan. As such, they are to be read in conjunction with the general land use policies and all other applicable policies of the Plan. Unless otherwise stated, the lands may be developed in accordance with their land use designation and/or the uses permitted by the special site. It is intended that special sites will be reviewed during the preparation of local area reviews or other planning studies.
 - g. There are sites in Mississauga identified in Part 3 as “exempt”. Exempt sites reflect unique circumstances that are not representative of the vision, direction and planning policies of the Plan, but nonetheless are recognized because they contain established land uses. Generally such uses will be encouraged to relocate to lands appropriately designated. “Exempt sites” will be reviewed during the preparation of local area reviews or other planning studies. It is intended that these lands will eventually be redeveloped in accordance with the underlying designation. In the interim, lands zoned to permit such uses or buildings are deemed to be in conformity with the provisions of the Plan. The lands may be developed in accordance with their land use designation and/or the uses permitted by the individual exempt site.
 - h. Mississauga Official Plan will not be interpreted to prevent the use of any land or building on a site for a purpose that is contrary to the Plan, if such uses or buildings lawfully existed on the date of the approval of the Plan.
 - i. Provided that the purpose, effect, intent, meaning, and substance are in no way affected, the following technical revisions to the Plan are permitted without an official plan amendment:
 - changing the numbering, cross referencing, and arrangement of the text, tables, maps and schedules, figures and associated captions, or appendices;
 - revising base map information; altering punctuation or language for consistency; and
 - correcting grammatical, dimensional and boundary, mathematical or typographical errors.
 - j. The indication of any proposed services or infrastructure, roads, or parks in text or on maps or schedules is not a commitment by City Council to provide such services within a given time period unless otherwise stated in the Plan and is subject to budgetary and other applicable approvals.
 - k. Singular terms include the plural and plural terms include the singular.
 - l. “Airport” means the Toronto – Lester B. Pearson International Airport.
 - m. “character” means the aggregate of the features including the attributes of the physical, natural and social dimensions of a particular area or neighbourhood.
 - n. “City”, when capitalized, means The Corporation of the City of Mississauga.

- o. “city”, when not capitalized, means the geographic area of the City of Mississauga.
- p. “community facility” means a facility operated by or on behalf of a public authority for the provision of community activities such as, but not limited to recreation, libraries, arts, crafts, museums, social and charitable activities. This includes pools, outdoor rinks and arenas. Private facilities such as gyms, banquet halls/conference centres or convention centres are not considered community facilities.
- q. “community infrastructure” means lands, buildings, and structures that support the quality of life for people and communities by providing public schools, private schools, emergency services, private clubs, community facilities, daycare/day program and places of religious assembly. Private club means a social, cultural, athletic or recreational club or fraternal organization that is not operated for profit.
- r. “compatible” means development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area.
- s. “conform to” means to comply with or be in agreement with a policy or requirement of the Plan.
- t. “conserve” means the identification, protection, use and/or management of cultural, heritage and archaeological resources in such a way that their heritage values, attributes, and integrity are retained. This may be addressed through a conservation plan or heritage impact assessment.
- u. “consistent with” means to be in agreement or not in conflict with a policy or requirement of the Plan.
- v. “current” means most recently approved practices and standards or policies that are in effect.
- w. “discourage” means not permitted unless it can be demonstrated that compliance with the policy:
- is not possible; or
 - would not result in good planning; or
 - does not meet the overall intent of this Plan.
- x. “density” means the intensity of use permitted on a property or the concentration of jobs or people within a defined area. When referring to development, density means the floor space of a building(s) or number of units in relation to a given area of land.
- y. “Downtown” corresponds to the “Urban Growth Centre” as defined in the Growth Plan for the Greater Golden Horseshoe 2006 and refers to the city structure element.
- z. “encourage” means to carefully consider or take into account.
- aa. “enhance” means to complement and assist in furthering the aesthetic and intrinsic value of a neighbourhood, site, or structure. As applied to the environmental policies of the Plan, enhance means intensifying components of a natural area through management measures to increase stability, **biodiversity**, and long term viability.
- bb. “existing” includes built and approved development at the time this Plan is adopted by City Council.
- cc. “may” means a discretionary, but not a mandatory policy or requirement of the Plan.
- dd. “Neighbourhood”, when capitalized, refers to the city structure element.
- ee. “neighbourhood”, when not capitalized, refers to an undefined geographic area containing primarily residential dwellings.

- ff. “pedestrian” means a person who travels by foot or with a mobility assisted device, e.g. a wheelchair, and matters pertaining to pedestrian movement including universal accessibility.
- gg. “preserve” when referring to Natural Areas, means maintaining a natural area by protecting the stability, ***biodiversity*** and long term viability of its components. When referring to heritage resources, preservation includes both short term and interim measures to protect or stabilize the area or feature, as well as long term actions to retard deterioration or prevent damage so that the area or feature can be kept serviceable through routine maintenance and minimal repair, rather than extensive replacement and new construction.
- hh. “Region”, when capitalized, means the Region of Peel.
- ii. “region”, when not capitalized, refers to the geographic area of the Region of Peel and surrounding area.
- jj. “restore” means developing components of a natural area through the re-creation or reinstatement of conditions previously associated with stability, ***biodiversity***, and long term viability.
- kk. “should” means to carefully consider or take into account.
- ll. “sustainable” means development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
- mm. “will” denotes a mandatory requirement of the Plan. “Will” used in conjunction with a permitted land use means the use is permitted if all other policies of this Plan are met.
- nn. Italicized terms throughout the text do not appear in the Glossary. These correspond to specific documents and policies when identified by their title (e.g., *Planning Act*).
- oo. Italicized and bolded terms throughout the text are defined in the Glossary. The definition of the following terms are as defined in the Provincial Policy Statement or the Growth Plan for the Greater Golden Horseshoe:
- Affordable
 - Areas of natural and scientific interest (ANSI)
 - Built up area
 - Built boundary
 - Coastal wetlands
 - Complete communities
 - Complete Streets
 - Cultural heritage landscape
 - Designated greenfield area
 - Development
 - Dynamic beach hazard
 - Ecological function
 - Endangered species
 - Erosion hazard
 - Fish habitat
 - Flood fringe
 - Flooding hazard
 - Flood plain
 - Flood proofing standard
 - Floodway
 - Green infrastructure
 - Ground water feature
 - Habitat of endangered species and threatened species
 - Hydrologic function
 - Infrastructure
 - Intensification
 - Major office

- Mineral aggregate operations
- Modal share
- Multi-modal
- Oil, gas and salt hazards
- One hundred year flood
- Petroleum resource operations
- Quality and quantity of water
- Redevelopment
- Regional market area
- Sensitive
- Sensitive land uses
- Site alteration
- Special needs
- Special policy area
- Threatened species
- Transportation corridor
- Transportation Demand Management
- Valleylands
- Watershed
- Wetlands
- Wildlife habitat

For convenience, Appendix A provides the definition of the terms listed above. If there is a discrepancy between the definition in Appendix A and the Provincial Policy Statement or the Growth Plan for the Greater Golden Horseshoe, the definition in the Provincial Policy Statement or the Growth Plan for the Greater Golden Horseshoe will apply.

The meaning of a term not defined in the Glossary or included in the above list of terms defined in the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe, will be as defined in the Canadian Oxford Dictionary, 2nd edition.

pp. Metric measurements are used in this Plan.

qq. For lands within **Protected Major Transit Station Areas** as shown on Schedule 2: Intensification Areas, of this Plan:

- Part 2 City Wide Policies of this Plan are applicable to all **Major Transit Station Areas**;
- Other **Protected Major Transit Station Area** policies, in accordance with the *Planning Act*, are identified by a text box in this Plan;
- The **Major Transit Station Area** policies are to be read in conjunction with the other policies of this Plan. In the event of a conflict, the **Major Transit Station Area** policies and those identified as being **Protected Major Transit Station Area** policies elsewhere in the Plan will take precedence; and
- Land use designations and building heights for **Protected Major Transit Station Areas** are identified on the schedules of this Plan.

Steps to determine the designation and use of a property:

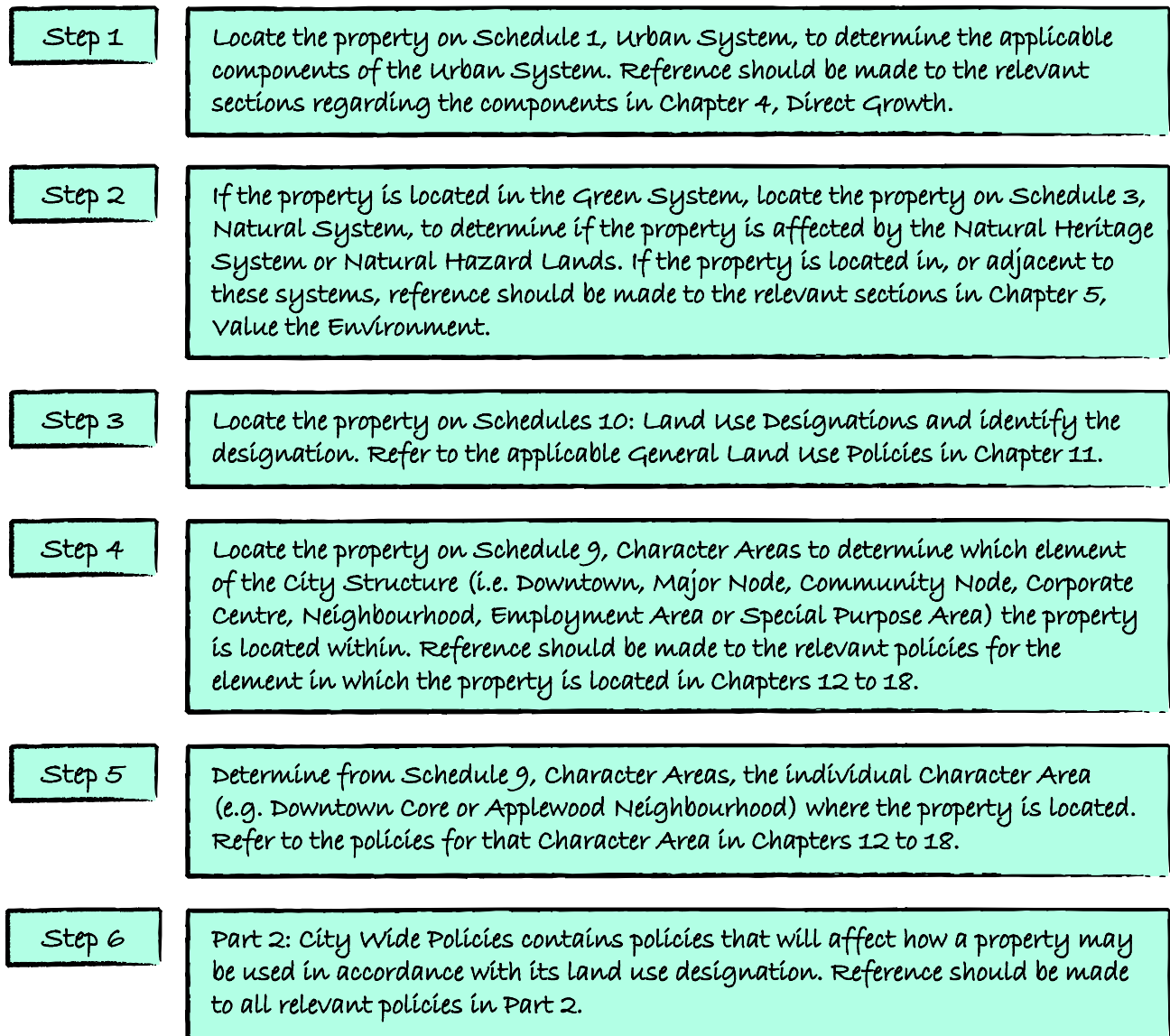


Figure 1-3: Steps to determine the designations and use of property.

5 Direct Growth

5.1 Introduction

Mississauga's population and employment growth prospects are expected to remain strong over the next 25 years. Mississauga has sufficient land to accommodate projected growth to 2031 and beyond. As Mississauga is now at the end of its greenfield growth phase, new growth will be accommodated



Figure 5-1: The future plan for the Downtown will help to nurture a vibrant, walkable and compact area, offering a variety of choices and experiences for people. This includes great streets that provide pleasant walking and shopping experiences; restaurants and outdoor cafes; places to congregate such as public squares, urban parks and outdoor markets; entertainment districts and cultural places.

through redevelopment and intensification within developed areas. This chapter describes the Urban System that will be used as the framework for determining where population and employment growth will be encouraged and, conversely, those areas of the city that are expected to remain relatively stable. As such, this chapter also indicates where major infrastructure investments will be directed.

The ability to manage change wisely and direct growth to key strategic locations is critical for Mississauga's continued success and prosperity. Mississauga's population and employment growth will be encouraged in areas with existing and proposed service and infrastructure capacity, particularly transit and community infrastructure. Housing and job growth will be balanced and phased

to ensure that required services and amenities keep pace with development. Existing stable neighbourhoods, valuable cultural heritage resources and the Natural Heritage System will be protected.

Over time, the city will evolve to include a vibrant Downtown, a number of mixed use Major Nodes and Community Nodes, several prestigious Corporate Centres, stable residential Neighbourhoods and diverse Employment Areas. The Airport and the

University of Toronto Mississauga are unique destinations. All these areas will coexist with a healthy system of green spaces and be connected by a network of **Corridors** that support high levels of transit use and mobility options.

Encouraging compact, mixed use development in appropriate locations will provide greater opportunities to live and work in Mississauga and reduce the need for extensive travel to fulfill the needs of day-to-day living. Directing growth to locations with existing or planned higher order or express transit service and enhancing opportunities for walking and cycling will allow for competitive alternatives to vehicular travel, which will minimize impacts on our environment and promote public health.

Mississauga will promote future development patterns that are sustainable – those that “meet the needs of the present without compromising the ability of future generations to meet their own needs. (Brundtland Report, 1987) To achieve this, Mississauga will integrate environmental, land use, urban design and transportation planning objectives.

Where the review of a Character Area, **Corridor** or **Major Transit Station Area** has not been completed within five years of a development application being submitted, or where such a review is underway, a development proponent may be required to prepare a development master plan in support of a development application. A development master plan will be prepared at the discretion of the City and to the City’s satisfaction. A terms of reference that delineates the area of study and identifies matters to be addressed, will be provided by the City. The development master plan will be used to guide all development proposals until such time as the policies for the Character Area, **Corridor** or **Major Transit Station Area** have been reviewed and updated by a local area review.

Mississauga’s Urban System is comprised of the following distinct, yet, interconnected components which collectively serve the needs of those dependent upon them:

- Green System;
- City Structure; and
- **Corridors**.

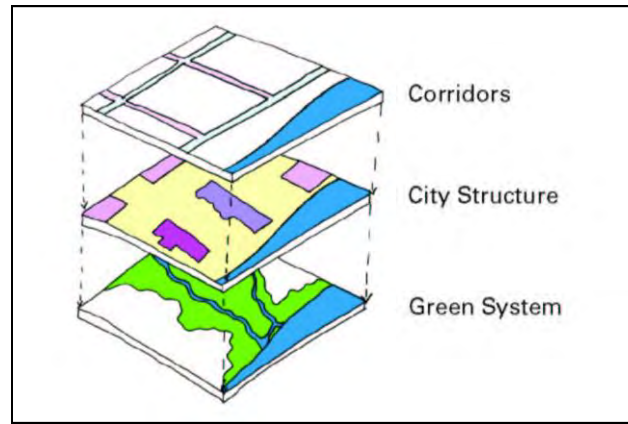


Figure 5-2: Three interrelated layers - Green System, City Structure and Corridors - form the Urban System.

These are shown comprehensively on Schedule 1: Urban System and individually on Schedule 1a: Green System, Schedule 1b: City Structure, and Schedule 1c: Corridors.

5.1.1 The population and employment forecasts for Mississauga are shown in Table 5-1.

Table 5-1: Population and Employment Forecasts

Year	Population	Employment
2009	730 000	453 000
2011	738 000	455 000
2021	768 000	500 000
2031	805 000	510 000

5.1.2 Mississauga will ensure that there is adequate land capacity to accommodate population and employment growth to 2031.

5.1.3 Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:

- a. protect ecological functions, public health and safety;
- b. utilize existing and proposed services and infrastructure such as transit and community infrastructure;
- c. minimize environmental and social impacts;

- d. meet long term needs;
- e. build strong, livable, universally accessible communities; and
- f. promote economic prosperity.

5.1.4 Most of Mississauga’s future growth will be directed to Intensification Areas.

5.1.5 Mississauga will ensure that the City’s natural, environmental, and cultural resources are maintained for present and future generations.

5.1.6 Mississauga encourages compact, mixed use development that is **transit-supportive**, in appropriate locations, to provide a range of local live/work opportunities.

5.1.7 Mississauga will protect and conserve the character of stable residential Neighbourhoods.

5.1.8 Mississauga will protect employment lands to allow for a diversity of employment uses.

5.1.9 New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.

5.1.10 The population and employment forecasts are premised on the adequacy of services and infrastructure to support growth in the appropriate locations. This includes the Mississauga Bus Rapid Transit corridor and **higher order transit** along Hurontario Street and Dundas Street. If satisfactory arrangements for the implementation of **higher order transit** currently being planned are not made, the population and employment forecasts may be reduced in accordance with the capacity of the transportation system.

5.2 Green System

The natural environment sustains all life and is vital to the ecological, economic, social and spiritual well-being of the city. In an urban setting such as Mississauga, the built environment must be integrated with the natural environment in a manner that protects and enhances natural systems and provides the city’s inhabitants a multitude of opportunities to connect with nature.

The Green System as shown on Schedule 1a, is composed of:

- the Natural System, which includes lands within the Natural Heritage System;
- lands subject to Natural Hazards; and
- Parks and Open Spaces. These include lands designated Public and Private Open Space, Greenlands, Parkway Belt West and open space associated with educational facilities (e.g., school yards) and utilities as shown on Schedule 4: Parks and Open Spaces.



Figure 5-3: The Sixteen Mile Creek is an element within the Green System that is not only naturalized, but provides for recreation including cycling, tennis and a variety of sports activities. The Lisgar Middle School is also located within the Sixteen Mile Creek area.

The Green System provides many important functions and services and provides the fundamental necessities of life – clean air, land and water. It provides habitat for trees, flora, fauna and aquatic life; recharges ground water; cleans the air and water and limits the damage that may result from flooding and erosion. The Green System provides opportunities for passive and active recreation, entertainment and social interaction, as well as for respite and appreciation of nature. It plays a role in preserving and enhancing the city’s cultural, archaeological and natural heritage for residents, employees and tourists. The waterfront, the Credit River and the former Lake Iroquois Shoreline are among the many natural features associated with the city’s past and contribute to its unique identity. The Green System is essential in creating a beautiful and comfortable city that supports the physical and social well-being of its inhabitants.

The Green System is the first layer of the Urban System. It is essential to building a strong community and a competitive economy and must be considered in all land use and planning decisions. A robust Green System ensures the health of the natural ecosystem and is an essential contributor to quality of life.

5.2.1 Mississauga will establish strategies that protect, enhance and expand the Green System and will include a target for the lands within the city that will be included in the Green System. The City’s strategy for protecting, enhancing and restoring the Green System consists of initiatives in the following areas:

- a. establishing an appropriate planning framework in strategic planning documents;

City Structure | Urban Hierarchy

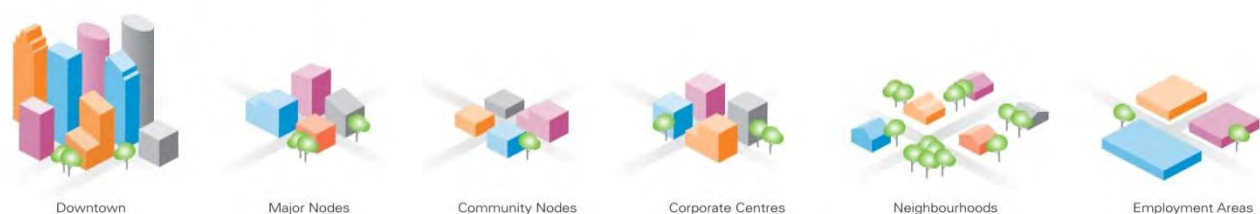


Figure 5-4: To establish a framework for planning policies, the City Structure organizes Mississauga into functional areas. The City Structure is the basis of the urban hierarchy, which provides guidance regarding density, height, uses and appropriate growth.

- b. information management and monitoring;
- c. regulation and compliance;
- d. land securement;
- e. stewardship;
- f. promotion and education;
- g. naturalization/restoration; and
- h. management of natural areas.

5.2.2 Mississauga will promote and encourage the restoration of natural forms, functions and linkages.

5.2.3 Mississauga will seek to enhance opportunities for the appreciation and enjoyment of the Green System.

5.3 City Structure

The City Structure recognizes that various areas of the city perform different functions. For example, the Downtown contains a mix of uses whereas, in other areas, residential or employment uses predominate. The City Structure organizes the city into functional areas to establish the framework for planning policies that will guide development. Schedule 1b: Urban System - City Structure, identifies the following elements of the City Structure:

- Downtown;
- Major Nodes;
- Community Nodes;
- Corporate Centres;

- Neighbourhoods;
- Employment Areas; and
- Special Purpose Areas.

The various elements of the City Structure will play a unique role in accommodating development. Some will be areas where growth is focused and directed, while others will accommodate some development, but will not be the primary location for future growth. For example, in the Downtown, major new development is expected in conjunction with transit investment while Neighbourhoods will experience little change.

The City Structure is the basis of the following urban hierarchy:

- The Downtown will contain the highest densities, tallest buildings and greatest mix of uses;
- Major Nodes will provide for a mix of population and employment uses at densities and heights less than the Downtown, but greater than elsewhere in the city;

- Community Nodes will provide for a similar mix of uses as in Major Nodes, but with lower densities and heights;
- Corporate Centres will provide for employment uses at densities and heights similar to Major Nodes or Community Nodes;
- Neighbourhoods and Employment Areas will accommodate the lowest densities and building heights. Neighbourhoods will focus on residential uses and associated services and facilities. Employment Areas will accommodate a diverse mix of employment uses, but will not permit residential uses; and
- Special Purpose Areas are unique areas of the city. Densities, building heights and mix of uses will relate to the unique role these areas play within the city.

Any proposed changes to the urban hierarchy will not be permitted unless considered through a municipal comprehensive review.

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

* Character area policies may establish alternative heights

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

Location	Height*		Density Range (residents and jobs combined per gross hectare)	Population to Employment Ratio
	Minimum	Maximum		
Downtown	As specified for each PMTSA	As specified for each PMTSA	As specified for each PMTSA	1:1
Major Nodes **	2	25	200 to 300	2:1 to 1:2
Community Nodes **	2	4	100 to 200	2:1 to 1:2
Corporate Centres **	2 along Corridors	—	—	—
Neighbourhoods**		4	—	—
Employment Areas**	—	—	—	—
Intensification Corridors	As specified for each PMTSA	As specified for each PMTSA	As specified for each PMTSA	—
Corridors**	2 except in Employment Areas	As per City Structure element	—	—
Protected Major Transit Station Areas (PMTSAs)	As specified for each PMTSA	As specified for each PMTSA	As specified for each PMTSA	—
Designated Greenfield Area	—	—	minimum 50	—

* Character area policies may establish alternative heights

** Outside Protected Major Transit Station Areas (PMTSAs)

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

5.3.1 Downtown

The Downtown represents a unique area within the City Structure. Much of the city's new population and



Figure 5-6: The Downtown will be the focus for the city as a whole with the highest density, tallest buildings and greatest mix of uses. The Downtown will be the centre of civic, cultural and entertainment facilities for the city.

employment growth will locate in the Downtown. It is the civic and cultural centre of the city and a destination within the Greater Toronto and Hamilton Area. The Downtown will be connected to key regional and city destinations by an efficient local network of transportation and transit corridors and regional **higher order transit** services.

The Downtown will be a vibrant city and regional centre where residents are able to live, work and play. It is also where employees, shoppers, tourists, theater goers and students gather in a mixed use environment, where development is pedestrian friendly, the public realm is inviting and the street network is supportive of walking and cycling as viable and convenient forms of transportation. Opportunities to enjoy nature in a variety of urban open spaces that include trees and other natural elements will be provided. Major infrastructure investments including **higher order transit** and community and cultural facilities will be encouraged in the Downtown.

The Downtown is Mississauga's Urban Growth Centre as identified in the Provincial Growth Plan.

5.3.1.1 The Downtown is comprised of the lands along Hurontario Street between Highway 403 and the Queen Elizabeth Way, as identified on Schedule 1b: Urban System – City Structure and Schedule 9: Character Areas.

5.3.1.2 The Downtown will be divided into four Character Areas:

- a. Downtown Core;
- b. Downtown Fairview;
- c. Downtown Cooksville; and
- d. Downtown Hospital.

5.3.1.3 The Downtown is an Intensification Area.

5.3.1.4 The Downtown will achieve a minimum gross density of ~~200-300~~ residents and jobs combined per hectare **as specified for each Protected Major Transit Station Area by 2031**. ~~The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare in the Downtown.~~

5.3.1.5 Development applications within the Downtown proposing a change to the designated land use, which results in a significant reduction in the number of ~~residents or jobs~~ that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review.

5.3.1.6 The Downtown will achieve an average population to employment ratio of 1:1, measured as an average across the entire Downtown.

5.3.1.7 Character Area policies will establish how the ~~density and~~ population to employment targets will be achieved within the Downtown.

5.3.1.8 The Downtown will support opportunities for residents to work in Mississauga.

5.3.1.9 The Downtown will develop as a major regional centre and the primary location for mixed use development. The Downtown will contain the

greatest concentration of activities and variety of uses.

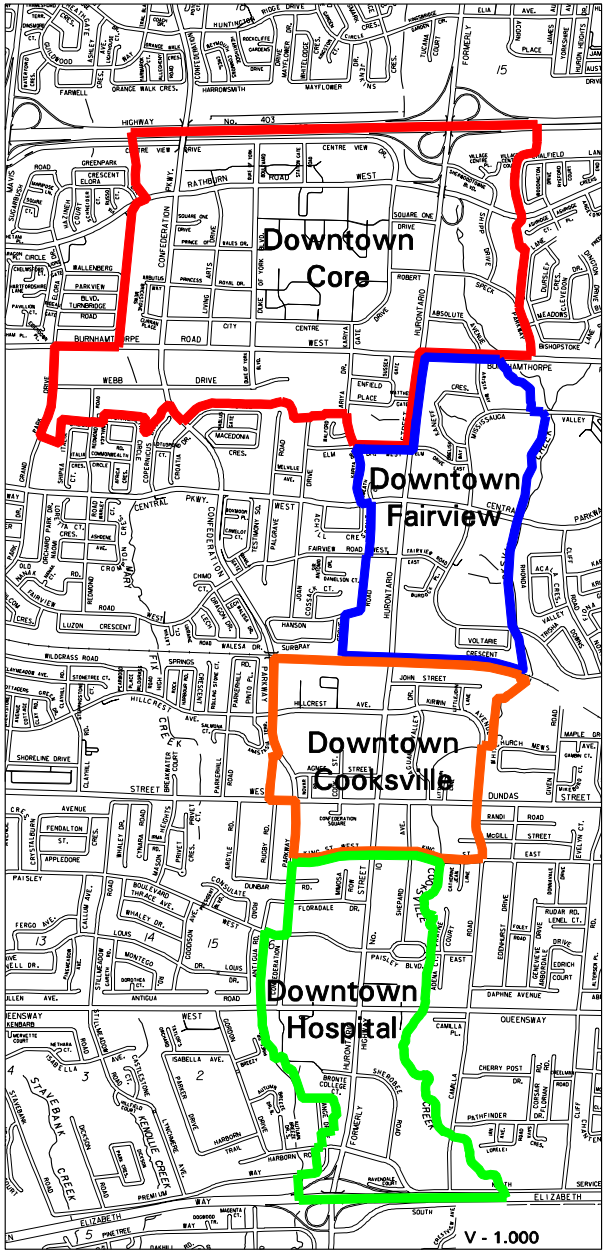


Figure 5-7: The Downtown is made up of four Character Areas: Downtown Core, Downtown Fairview, Downtown Cooksville and Downtown Hospital.

5.3.1.10 The Downtown will be planned as a focal area for investment in community infrastructure, as well as institutional, commercial, recreational, educational, cultural and entertainment uses.

5.3.1.11 Development in the Downtown will be in a form and density that achieves a high quality urban environment.

5.3.1.12 The Downtown will be served by frequent transit services, including *higher order transit* facilities, which provide connections to all parts of the city and to neighbouring municipalities.

5.3.1.13 The Downtown will be developed to support and encourage *active transportation* as a mode of transportation.

5.3.4 Corporate Centres

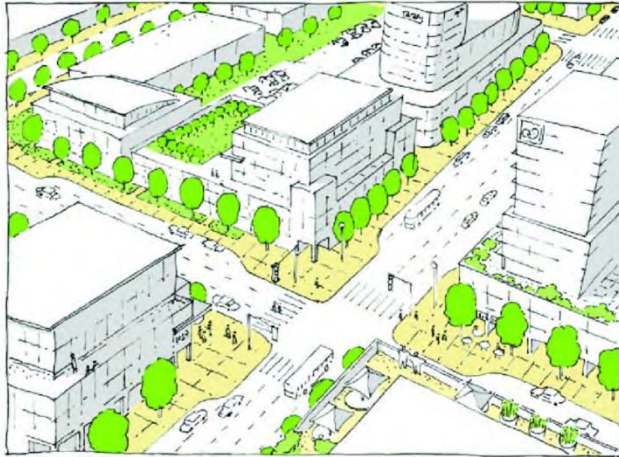


Figure 5-10: Corporate Centres will be the focus for major office uses with an emphasis on high quality architecture and urban design.

Corporate Centres represent major employment concentrations outside of the Downtown. Corporate Centres contain a mix of high density employment uses with a focus on major office development. Corporate Centres are also where many prestigious research and manufacturing businesses are found, often in facilities exhibiting high architectural and urban design standards. Interior locations of Corporate Centres may include a broader, lower density mix of employment uses.

5.3.4.1 There are four Corporate Centres in Mississauga:

- a. Airport Corporate;
- b. Gateway Corporate;
- c. Meadowvale Business Park; and
- d. Sheridan Park.

5.3.4.2 Local area reviews will confirm or determine detailed boundaries for Corporate Centres.

5.3.4.3 Corporate Centres are Intensification Areas.

5.3.4.4 Corporate Centres will include a mix of higher density employment uses. Residential uses and new **major retail** developments will not be permitted in Corporate Centres.

5.3.4.5 Corporate Centres will support opportunities for the resident labour force to work in Mississauga.

5.3.4.6 Conversion of lands within Corporate Centres, **outside of a Protected Major Transit Station Area**, to non-employment uses will only be permitted through a municipal comprehensive review.

5.3.4.7 Character Area policies will address the mix of business uses and density requirements within each Corporate Centre. These policies may result in the establishment of minimum employment and building densities, building heights, urban design standards or transportation policies, among other matters.

5.3.4.8 Corporate Centres will be planned to achieve compact **transit-supportive** development at greater employment densities, particularly near **higher order transit** stations.

5.3.4.9 Land uses permitted by this Plan that support commuter needs and support the use of nearby **higher order transit** facilities in off-peak travel times will be encouraged.

5.3.4.10 Development will be required to create an attractive public realm and provision of community infrastructure, transportation infrastructure, and other services required to support employees.

5.3.6 Employment Areas

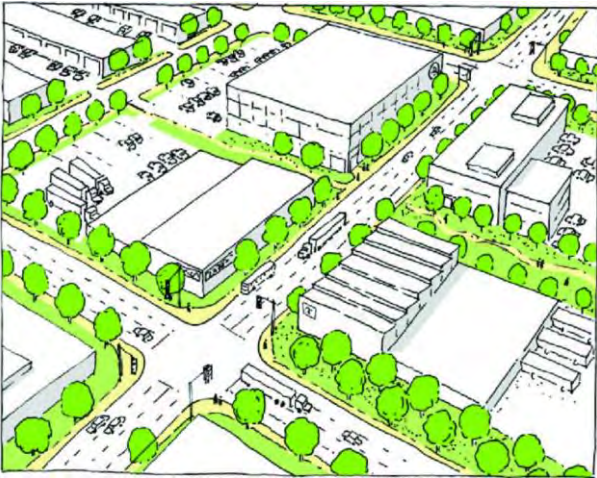


Figure 5-12: Employment Areas are characterized by businesses that are land extensive and/or have low employment densities.

Employment Areas are stable areas containing diverse industrial and business employment operations. Some uses require extensive land resources and have low employment densities. Examples include logistics, warehousing and storage yards. Employment Areas also include small and mid-size office developments either in stand-alone buildings or in conjunction with other uses. In key locations, such as those with excellent transportation services, large office developments will be found. Retail, service or infrastructure uses that support the employment base are also located in Employment Areas.

In order to protect lands for employment uses, uses intended to serve the city's residential population will be discouraged from locating in Employment Areas. Exceptions may be made for residential serving uses that would create land use conflicts with residential uses or are uses identified as beneficial to the City that cannot be accommodated in residential areas. Some examples are large scale sporting venues, places of religious assembly, or colleges and universities.

Many businesses within Employment Areas rely on the delivery of goods and services by truck. As such,

goods movement infrastructure within Employment Areas is necessary in order for businesses to remain competitive within the regional economy.

5.3.6.1 Mississauga will maintain an adequate supply of lands for a variety of employment uses to accommodate existing and future employment needs.

5.3.6.2 Mississauga will maintain a sustainable, diversified employment base by providing opportunities for a range of economic activities.

5.3.6.3 Employment uses that support opportunities for residents to work in Mississauga will be encouraged.

5.3.6.4 Mississauga will provide the necessary infrastructure to support existing and planned employment uses.

5.3.6.5 Conversion of lands within Employment Areas, **outside of Protected Major Transit Station Areas**, will only be permitted through a municipal comprehensive review.

5.3.6.6 Infrastructure in Employment Areas will be planned to support land uses with a goods movement focus.

5.3.6.7 Where feasible and appropriate, development will be encouraged to be **transit-supportive** and minimize surface parking.

5.3.6.8 Land uses serving the residential population of the city will be discouraged and only permitted where a use is beneficial to the city and cannot locate in a residential area due to land use conflicts or the unavailability of a suitable site. Acceptable locations for these uses will be identified through a municipal comprehensive review and local area plans.

~~5.3.6.9 Higher density employment uses, such as office, will be required within **Major Transit Station Areas**.~~

5.3.6.10 Additional development within Employment Areas will be permitted where the proposed development is compatible in built form

and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.

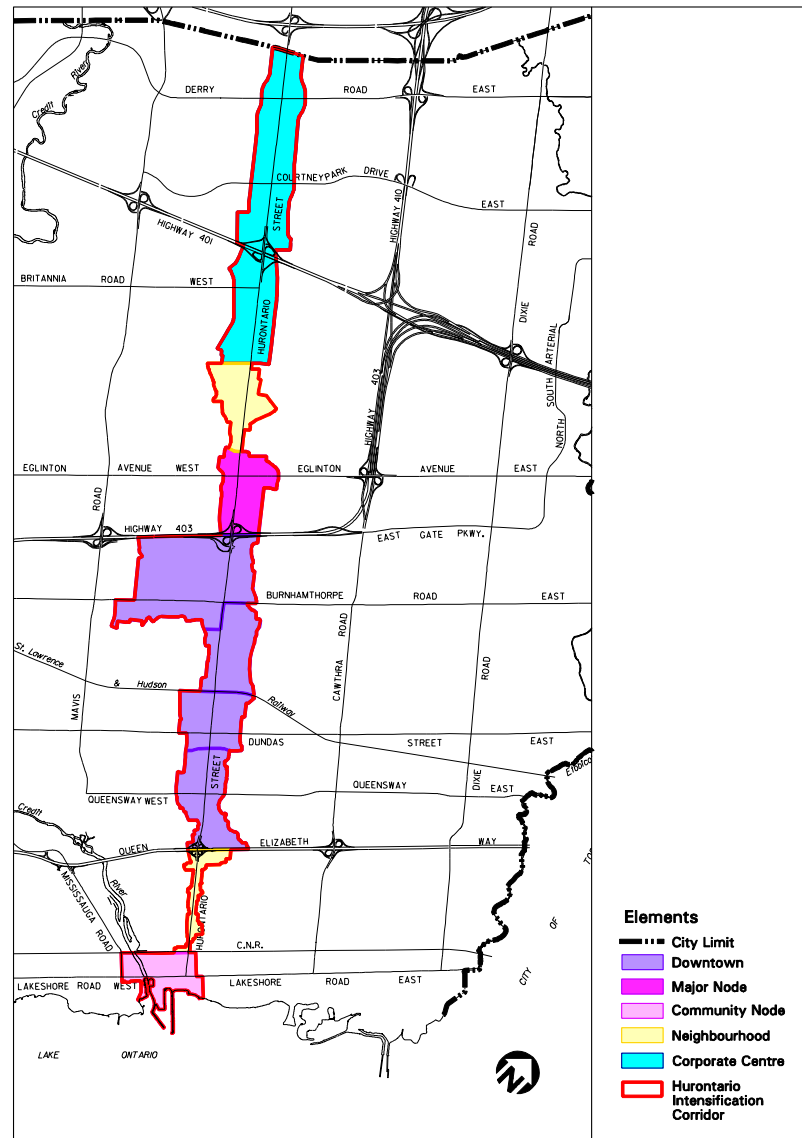
5.4 Corridors

Mississauga was planned with a grid of arterials, which have historically served as the chief conduits for moving cars and freight. This grid now forms the basis of a system of **Corridors**.

Corridors connect various elements of the city to each other. Over time, many of these **Corridors** will evolve and accommodate multi-modal transportation and become attractive public places in their own right with complementary land uses. **Corridors** are important elements of the public realm, as they link communities and are locations where people experience the city on a day-to-day basis.

Some **Corridors** have been identified as appropriate locations for intensification. Additional policies have been developed for **Intensification Corridors** to recognize their development potential.

5.4.1 A **Corridor** is generally comprised of the road right-of-way as well as the lands on either side of the road. The **Corridors** are shown conceptually on Schedule 1c: Urban System - Corridors.



Map 5-1: Hurontario Street Intensification Corridor

5.4.2 Where **Corridors** run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence.

5.4.3 **Corridors** that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the **Corridor**.

5.4.4 Development on **Corridors** should be compact, mixed use and transit friendly and appropriate to the

context of the surrounding Neighbourhood and Employment Area.

5.4.5 Where higher density uses within Neighbourhoods are directed to **Corridors**, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.

5.4.8 **Corridors, outside of Protected Major Transit Station Areas**, will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. **Except along Intensification Corridors and within Major Transit Station Areas, the minimum building height requirement will not apply to Employment Areas outside of Protected Major Transit Station Areas.**

5.4.9 Transit services infrastructure will utilize **Corridors** to connect Intensification Areas.

5.4.10 Local area reviews will consider the appropriateness of **transit-supportive** uses at the intersection of two **Corridors**. Local area policies may permit additional heights and densities at these locations provided that the development reduces the dependency on cars and supports the policies of this Plan.

5.4.11 Hurontario Street and Dundas Street have been identified as **Intensification Corridors**. These are Intensification Areas. Additional **Intensification Corridors** may be identified in the future.

5.4.12 Not all segments of **Intensification Corridors** are appropriate for intensification. Planning studies for **Intensification Corridors** will identify appropriate locations for intensification and the appropriate densities, land uses and building heights.

5.4.13 Low density residential development will be discouraged from locating within **Intensification Corridors**.

5.4.6 Land use and design policies and the delineation of **Corridor** boundaries will be determined through local area reviews.

5.4.7 Land uses and building entrances will be oriented to the **Corridor** where possible and surrounding land use development patterns permit.



Figure 5-15: **Corridors** connect the city and link communities. They are where people experience the city on a day-to-day basis and over time will accommodate multi-modal transportation facilities. Dundas Street and Hurontario Street have been identified as areas where growth will be directed.

5.4.14 The Hurontario Street Intensification Corridor is comprised of lands along Hurontario Street from Lake Ontario in Port Credit to the city's limit to the north as shown on Map 5-1: Hurontario Street Intensification Corridor.

5.4.15 A number of Light Rail Transit Stations, which will be located along the Hurontario Street Intensification Corridor to serve the proposed light rail transit system are a form of **within Protected Major Transit Station Areas**. **The Protected Major Transit Station Areas** are identified on Schedule 2: Intensification Areas and the Light Rail Transit Stations are identified on Schedule 6: Long Term Transit Network.

5.5 Intensification Areas

Future growth will primarily be directed to Intensification Areas. Other areas of the city, such as Neighbourhoods, will receive modest additional growth in keeping with established land use patterns and their existing or planned character. Employment Areas are expected to continue to build out with a similar mix and density of uses as currently exists.

Intensification Areas will be attractive mixed use areas, developed at densities that are sufficiently high to support frequent transit service and a variety of services and amenities. It is expected that more efficient use of land within Intensification Areas will occur as single storey buildings and surface parking lots are replaced with multistorey developments and



Figure 5-17: In the future, nodes will be a focal point for intensification. These areas will not only serve those living within the nodes, but also those living in surrounding Neighbourhoods and will provide a pedestrian friendly environment with compact, mixed use developments and mainstreets. (Streetsville Community Node) structured parking facilities.

More than three-quarters of the city's growth in population and employment to 2031 will be accommodated in Intensification Areas. Considerable development capacity exists within Intensification Areas to accommodate growth to 2031 and beyond.



Figure 5-16: There are many forms of intensification. Sometimes intensification can occur in the form of high rise buildings, most commonly found in the Downtown, however, in other areas of the city, the most appropriate form of intensification may occur in lower density forms, to be consistent with the character of surrounding areas.

5.5.1 The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, ***Intensification Corridors*** and ***Protected Major Transit Station Areas***, as shown on Schedule 2: Intensification Areas.

5.5.2 Local area reviews for the Downtown, Major Nodes, Community Nodes and Corporate Centres will determine appropriate locations for intensification within these areas.

~~5.5.3 Planning studies will delineate the boundaries of ***Intensification Corridors*** and ***Major Transit Station Areas*** and identify appropriate densities, land uses and building heights.~~

5.5.4³ Intensification Areas will be planned to reflect their role in the City Structure hierarchy.

5.5.5⁴ Development will promote the qualities of complete communities.

5.5.65 Development applications within Intensification Areas proposing a change to the designated land use, which results in a significant reduction in the number of residents or jobs that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review.

5.5.76 A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas.

5.5.87 Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.

5.5.98 Intensification Areas will be planned to maximize the use of existing and planned infrastructure.

5.5.109 Major office development will be encouraged to locate within the Downtown, Major Nodes, Corporate Centres, **Intensification Corridors** and **Protected Major Transit Station Areas**. **Secondary office** development will be encouraged within Community Nodes.

5.5.110 Where there is a conflict between the Intensification Area policies and policies regarding the Natural Heritage System and heritage resources, the policies of the Natural Heritage System and heritage resources will take precedence.

5.5.121 Development will be phased in accordance with the provision of community infrastructure and other infrastructure.

~~5.5.13 **Major Transit Station Areas** will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies.~~



Figure 5-18: Underutilized sites with surface parking areas and single storey buildings have considerable development capacity. As these sites redevelop, the opportunity exists to create a finer grained road network and introduce sustainable design elements, as well as a broader mix of uses. The intensification of these sites may be a gradual process that takes place over a number of years.

5.5.44¹² Pedestrian movement and access from major transit routes will be a priority in Intensification Areas.

5.5.45¹³ Intensification Areas will be served by transportation Corridors containing transit and active transportation and may contain higher order transit facilities.

~~5.5.16 **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.~~

5.5.47¹⁴ For existing buildings that do not meet the policies of this Plan, applications for condominium ownership will be discouraged within Intensification Areas and along **Corridors**.

5.6 Designated Greenfield Area

There are lands in the Churchill Meadows Neighbourhood Character Area and in the Ninth Line Neighbourhood Character Area that are identified as a designated greenfield area pursuant to the Growth Plan for the Greater Golden Horseshoe.

5.6.1 Character Area policies may specify alternative density requirements, provided the total designated greenfield area in the Region will achieve a minimum density target of 50 residents and jobs combined per hectare, excluding environmental take-outs.

5.7. Major Transit Station Areas

Major Transit Station Areas are to be developed to accommodate future growth with a balance of residents and jobs through a diverse mix of land uses, housing options, tenures and affordability, employment, and amenities that support existing and planned transit and active transportation infrastructure. **Major Transit Station Areas** are generally areas within an approximate 500 to 800 metre radius of a transit station or stop, primarily along existing or planned transit corridors, representing about a 10-minute walk.

Each **Major Transit Station Area** is unique and will be planned based on its local context, growth potential and limitations to determine appropriate densities and **transit-supportive** development. Not all stations or sites will achieve the same mix of land uses or intensity of development. Some will absorb higher density development with a broader range of uses, building types and massing, while others may experience modest growth due to limited development opportunities. There will be station areas that may not be able to achieve the requirements of **transit-supportive** development in the short-term but are planned for future **transit-supportive** densities, uses, and active transportation connections.

Major Transit Station Areas may include one or more City Structure **elements Character Areas** defined in this Plan within its boundaries. The **Major Transit Station Area** policies will be **in addition additional** to established **City Structure** Character Area policies of this Plan.

The following policies implement a framework to facilitate **transit-supportive** development in **Major Transit Station Areas** across the City. They include policies for authorized uses of land, buildings and structures, building heights and densities **in accordance with subsection that are protected under Subsection 16(16) of the Planning Act**. Additional policies may be developed for each **Major Transit Station Area**, and included in other sections of this Plan; they will be determined through City-initiated studies.

The boundaries of individual **Major Transit Station Areas**, associated densities, number of residents and jobs combined per hectare, land uses, and building heights, **identified-referenced** in Table 5-2: Protected Major Transit Station Areas, and **referenced-in the schedules of this Plan document, are required to will achieve the Major Transit Station Area minimum density targets in the Region of Peel's Official Plan minimum density targets.**

The **Major Transit Station Area** policies of this section will not come into force and effect until the Major Transit Station Area policies of the Region of Peel Official Plan adopted by By-law 20-2022 is approved by the Minister of Municipal Affairs and Housing. In the event of a conflict between the Region of Peel Official Plan and City of Mississauga Official Plan, including **Protected Major Transit Station Area** delineated boundaries or minimum densities, the approved Region of Peel Official Plan policies of By-law 20-2022 will prevail.

5.7.1 General

5.7.1.1 The following policies are to be read in conjunction with **all other the** policies of this Plan. In the event of a conflict, the policies in this Section, and those **identified in Character Areas and Local Area Plans, as being in accordance with the *Planning Act* as being protected elsewhere in the Plan** will take precedence.

5.7.1.2 Lands subject to the policies of this Section are shown on Schedule 2: Intensification Areas, of this Plan.

5.7.1.3 All delineated **Major Transit Station Areas** in this Plan are **considered Protected Major Transit Station Areas**.

5.7.1.4 The boundaries of **Protected Major Transit Station Areas** are shown on Schedule 11: Protected Major Transit Station Areas **(including Schedules 11a to 11r), and** referenced in Table 5-2: Protected Major Transit Station Areas.

5.7.1.5 **To facilitate and guide future development, additional City initiated studies may be prepared for Protected Major Transit Station Areas. The Council approved recommendations of these studies will be incorporated into this Plan, where appropriate. These studies Where a City initiated comprehensive planning study is required for a Protected Major Transit Station Area, the study will set out, among other matters, policies to support:**

- a. **an** appropriate mix of land uses and amenities that foster vibrant, **transit-supportive** neighbourhoods;
- b. development to accommodate growth that **respects recognizes** the character and scale of the surrounding community;
- c. improved access and connectivity to transit stations and stops;
- d. an interconnected and multi-modal street network that encourages walking, cycling and the use of transit;
- e. high quality public realm improvements;
- f. land use compatibility and the separation or mitigation of impacts on sensitive land uses **in**

surrounding areas; and

- g. protection of lands that may be required for future enhancement or expansion of transit infrastructure.

5.7.1.6 Inclusionary zoning will apply to specific **Protected Major Transit Station Areas** to increase housing affordability.

5.7.1.7 Partnerships will be explored with the Region of Peel and non-profit housing organizations to provide housing with deeper affordability to lower income households.

5.7.2 Land Uses

5.7.2.1 The authorized uses of land are as identified by the land use designations shown on Schedule 11: Protected Major Transit Station Areas **(including Schedules 11a to 11r), and** referenced in Table 5-2: Protected Major Transit Station Areas. The associated land use permissions **and authorized uses of buildings or structures** are as per Part 3: Land Use Designations of this Plan, and applicable Local Area Plans, **City Structure and Character Area policies.**

5.7.2.2 Redevelopment within Mixed Use, **Mixed Use Limited**, and Downtown Mixed Use designated lands that results in a loss of non-residential floor space, will not be permitted unless it can be demonstrated that the planned function of the non-residential component will be maintained or replaced as part of the redevelopment.

5.7.2.3 Maintaining the non-residential planned function means providing:

- a. a concentration of convenient, easily accessible office, retail and service commercial uses that meet the needs of local residents and employees; and
- b. employment opportunities, such as office, recreation, and institutional jobs.

5.7.2.4 Development will contribute towards the creation of **transit-supportive** communities by:

- a. including a broad and balanced mix of land uses, with a range of residential and non-residential uses;
- b. providing housing choices to facilitate affordable

housing options with a mix of tenure, affordable rental and ownership options for lower and middle income households;

- c. including a range of employment uses to achieve a well balanced mix of office and retail uses;
- d. recognizing that some **Protected Major Transit Station Areas** will have limited opportunities to accommodate a mix of uses and varying building forms due to the existing and planned context;
- e. ~~being subject to undertaking~~ required land use compatibility assessments as identified by the City;
- f. protecting and mitigating against natural hazards including flood risk;
- g. identifying, protecting, restoring, and enhancing the Natural Heritage System and the Water Resource System, and promoting the establishment of natural linkages; and
- h. providing high quality ~~and~~ pedestrian-friendly public realm improvements to enhance connections to transit stations.

~~i. providing high quality pedestrian friendly public realm improvements to enhance connections to transit stations.~~

5.7.3 Density

5.7.3.1 The required minimum residents and jobs combined per hectare for each **Protected Major Transit Station Area** are shown in Table 5-2: Protected Major Transit Station Areas.

5.7.3.2 New development will be planned for, in conjunction with existing development densities, to achieve the minimum residents and jobs combined per hectare, through the building height requirements shown on Schedule 11: Protected Major Transit Station Areas ~~(including Schedules 11a to 11r)~~, and the minimum Protected **Major Transit Station Area Floor Space Index (FSI)** shown in Table 5-2: Protected Major Transit Station Areas.

5.7.3.3 The minimum **Floor Space Index (FSI)** will be achieved over the long-term, and is a cumulative measure of planned density across the lands within a **Protected Major Transit Station Area**. Individual development proposals do not need to meet the minimum **Floor Space Index (FSI)** target.

5.7.4 Heights

5.7.4.1 Minimum and maximum building heights for **Protected Major Transit Station Areas** are shown on Schedule 11: Protected Major Transit Station Areas ~~(including Schedules 11a to 11r)~~, and referenced in Table 5-2: Protected Major Transit Station Areas.

5.7.5 Compatibility

~~5.7.5.1 Development will ensure compatibility with surrounding areas by mitigating impacts to and not interfere with existing or future operations of adjacent uses in Employment Areas and employ appropriate mitigation and compatibility measures as identified and secured through the development application review process.~~

5.7.5.1 Development will:

- a. be compatible with surrounding uses;
- b. mitigate impacts to and not interfere with existing or future operations of adjacent uses in Employment Areas; and
- c. employ appropriate mitigation and compatibility measures as identified and secured through the development application review process.

5.7.5.2 Sensitive land uses, including residential uses, proposed outside of and adjacent to or near to Employment Areas, ~~including~~ lands designated Industrial or Business Employment, or within the influence area of major employment facilities will need to demonstrate, to the satisfaction of the City, that:

- a. the use is appropriate in accordance with the policies of this Plan and subject to land use compatibility assessments, which may ~~be subject to require a~~ third party peer review ~~retained to be conducted~~ on behalf of the City at the applicant's expense;
- b. ~~implementing any recommended mitigation measures that contribute to an appropriate living environment~~ the recommended mitigation measures which will contribute to an appropriate living environment and not pose a financial burden to future residents ~~implemented~~; and

- c. the use would not adversely affect the overall viability of the employment lands and facilities area.

5.7.6 Urban Design

5.7.6.1 In addition to the Urban Form policies in Chapter 9 of this Plan, additional policies, built form standards and guidelines may be developed, and determined through future studies and Local Area Plan reviews.

5.7.6.2 Developments will:

- a. minimize surface parking;
- b. ensure that where structured parking is proposed, other uses such as residential and non-residential are incorporated ~~incorporate other uses, such as residential and non-residential,~~ along the periphery of the structure at ground level; and
- c. provide a high standard of public and private realm **streetscape** design that is coordinated and comprehensive, which may include street furniture, public art, building forecourts, open space, transit shelters, bicycle parking, tree planting, and the sensitive placement of utilities with consideration for the public and private realm.

5.7.7 Connectivity

5.7.7.1 The existing transportation network will be strengthened and expanded with new roads and streets, pedestrian and mid-block connections, and multi-modal access to **higher order transit** stations and stops.

5.7.7.2 Development will contribute to an interconnected street pattern that is multi-modal, and encourages, walking, cycling and the use of transit.

5.7.7.3 Pedestrian and cycling routes will be prioritized and located strategically to ensure safe, seamless, unobstructed and efficient access from new and existing developments.

5.7.8 Community Infrastructure, Parks and Open Spaces

5.7.8.1 New Development shall protect, enhance and expand the City's network of public parks and open

spaces, based on applicable City plans, to support population and employment growth. A phasing plan or strategy may be required for the expansion of the parks and open space network as part of the development application process.

5.7.8.2 Unimpeded pedestrian access for residents to a public park or open space will City-owned playgrounds should generally be required provided within 400 metres 400m of a new development residential areas where appropriate, unimpeded by major pedestrian barriers. Should public parks or open spaces not exist, development will dedicate land for park purposes at the discretion of the City.

5.7.8.3 New or expanded community infrastructure, parks, and open spaces will be designed to meet the anticipated community needs resulting from development.

5.7.8.4 The delivery of community infrastructure, parks, and open spaces will be identified through the development application process and City-initiated studies.

5.7.9 Development Servicing

5.7.9.1 Development will be phased to ensure appropriate transportation and municipal servicing infrastructure along with community services and facilities are available to service development. Development is to progress in a financially responsible and environmentally sustainable manner and cannot proceed until infrastructure services such as water, wastewater, and transportation are available. An evaluation or study may be required to demonstrate that there is sufficient infrastructure and servicing capacity for a **Major Transit Station Area** and if there isn't sufficient capacity, a servicing strategy shall be completed to the satisfaction of the Region of Peel.

5.7.910 Planned Major Transit Station Areas

Planned **Major Transit Station Areas** do not have delineated boundaries or minimum density targets.

5.7.910.1 Planned **Major Transit Station Areas** are shown on Schedule 2: Intensification Areas.

5.7.910.2 Until such time as Planned **Major Transit Station Areas** are delineated, the existing City

Structure and Character Area policies of this Plan will continue to apply.

Table 5-2 Protected Major Transit Station Areas

Transit Corridor	Protected and Major Transit Station Areas	Reference Code*	Minimum Residents and Jobs Combined /Hectare*	Minimum Protected Major Transit Station Area Floor Space Index (FSI)	Land Use Schedule	Building Height Schedule
403 Transitway	Winston Churchill 403	403-2	90	1.00	11a	11a
403 Transitway	Erin Mills 403	403-3	160	1.00	11a	11a
403 Transitway	Creditview	403-4	50	1.00	11b	11b
403 Transitway	Tahoe	403-10	160	1.10	11c	11c
403 Transitway	Etobicoke Creek	403-11	160	1.40	11c	11c
403 Transitway	Spectrum	403-12	160	1.00	11c	11c
403 Transitway	Orbitor	403-13	160	1.00	11c	11c
403 Transitway	Renforth	403-14	160	1.30	11c	11c
403 Transitway	Central Parkway	403-6	80	1.00	11c	11c
403 Transitway	Cawthra 403	403-7	50	1.00	11c	11c
403 Transitway	Tomken 403	403-8	90	1.00	11c	11c
403 Transitway	Dixie 403	403-9	130	1.40	11c	11c
407 Bus Rapid Transit	Britannia 407	407-1	160	1.00	11d	11d
407 Bus Rapid Transit	Derry 407	407-2	160	1.00	11d	11d
Dundas Street Bus Rapid Transit	Ridgeway	DUN-1	160	1.20	11e	11e
Dundas Street Bus Rapid Transit	Winston Churchill	DUN-2	160	1.00	11e	11e
Dundas Street Bus Rapid Transit	Glen Erin	DUN-3	160	1.00	11e	11e
Dundas Street Bus Rapid Transit	Erin Mills	DUN-4	100	1.00	11e	11e
Dundas Street Bus Rapid Transit	UTM	DUN-5	50	1.00	11e	11e
Dundas Street Bus Rapid Transit	Confederation Parkway	DUN-10	160	1.00	11f	11f
Dundas Street Bus Rapid Transit	Credit Woodlands	DUN-6	100	1.00	11f	11f
Dundas Street Bus Rapid Transit	Erindale Station	DUN-7	160	1.00	11f	11f
Dundas Street Bus Rapid Transit	Wolfedale	DUN-8	160	1.00	11f	11f
Dundas Street Bus Rapid Transit	Clayhill	DUN-9	100	1.00	11f	11f
Dundas Street Bus Rapid Transit	Kirwin	DUN-12	160	1.00	11g	11g
Dundas Street Bus Rapid Transit	Grenville	DUN-13	160	1.00	11g	11g
Dundas Street Bus Rapid Transit	Cawthra	DUN-14	160	1.00	11g	11g
Dundas Street Bus Rapid Transit	Tomken	DUN-15	160	1.00	11g	11g
Dundas Street Bus Rapid Transit/ Milton GO Rail	Dixie GO	DUN-16/ MIL-6	160	1.00	11g	11g
Dundas Street Bus Rapid Transit	Wharton	DUN-17	160	1.00	11g	11g
Hurontario Light Rail Transit	Britannia	HLRT-16	160	1.00	11h	11h
Hurontario Light Rail Transit	Courtney Park	HLRT-17	160	1.00	11h	11h
Hurontario Light Rail Transit	Derry	HLRT-18	160	1.00	11h	11h
Hurontario Light Rail Transit	Highway 407	HLRT-19	160	1.00	11h	11h
Hurontario Light Rail Transit	Matheson	HLRT-15	160	1.00	11h	11h
Hurontario Light Rail Transit	Eglinton	HLRT-13	300	1.40	11i	11i
Hurontario Light Rail Transit	Bristol	HLRT-14	160	1.00	11i	11i
Hurontario Light Rail Transit	Duke of York	HLRT-10	400	1.80	11j	11j
Hurontario Light Rail Transit	City Centre	HLRT-11/ 403-5	400	1.80	11j	11j
Hurontario Light Rail Transit	Robert Speck	HLRT-12	400	1.50	11j	11j
Hurontario Light Rail Transit	Burnhamthorpe	HLRT-8	400	1.00	11j	11j
Hurontario Light Rail Transit	Main	HLRT-9	400	1.00	11j	11j
Hurontario Light Rail Transit	Fairview	HLRT-7	300	1.00	11k	11k
Hurontario Light Rail Transit/ Milton GO Rail	Cooksville GO	HLRT-6/ MIL-5	300	1.10	11m	11l
Hurontario Light Rail Transit	Dundas	HLRT-5	300	1.40	11m	11l
Hurontario Light Rail Transit	Queensway	HLRT-4	300	1.00	11m	11l
Hurontario Light Rail Transit	North Service	HLRT-3	300	1.00	11m	11l
Hurontario Light Rail Transit	Mineola	HLRT-2	50	1.00	11o	11n
Hurontario Light Rail Transit/ Lakeshore West GO Rail	Port Credit	HLRT-1/ LWGO-1	200	1.30	11o	11n
Kitchener GO Rail	Malton GO	KIT-1	100	1.00	11p	11p
Lakeshore Bus Rapid Transit	Dixie Lakeshore	LBRT-1	160	1.00	11q	11q
Lakeshore Bus Rapid Transit	Haig	LBRT-2	300	1.00	11q	11q
Lakeshore Bus Rapid Transit	Lakefront Promenade	LBRT-3	160	1.00	11q	11q
Lakeshore West GO Rail	Clarkson GO	LWGO-2	150	1.00	11r	11r
*Reference Code and Minimum Density Targets as per Region of Peel Official Plan						

8.2.3 Transit Network

Mississauga's transit network forms part of the interregional transportation system and is intended to both shape and support future growth in the city. To achieve this, the transit network will be centred on a system of linked regional and local mobility hubs, mixed use nodes and key destinations where major trip generating uses will be encouraged to locate. The City will work with other transit providers and agencies such as Metrolinx to promote transit as the preferred choice for moving people, particularly during peak travel times in the city and region.

Mississauga Official Plan promotes **active transportation** and the development of Community Nodes to reduce the need to travel great distances by car in fulfilling one's daily needs.

The transit network will be supported by compact, pedestrian oriented, mixed land use development in nodes and where appropriate, in mobility hubs and along **Corridors**.

Implementation measures such as transit priority and alternative on demand service providers will be considered to promote transit as a preferred transportation option that is accessible to people of all abilities.

Schedule 6: Long Term Transit Network, provides a conceptual overview of the long term transit network for Mississauga.

8.2.3.1 Mississauga will seek to develop and maintain a system of transit services aimed at providing a competitive alternative to the automobile, for access throughout the city and neighbouring municipalities.

8.2.3.2 Mississauga will operate a network of local grid services on major roadways and local feeder routes, which are connected at key transit terminals and commuter rail stations.

8.2.3.3 Mississauga Transit will connect to commuter rail services operated by GO Transit that provide access to downtown Toronto and other destinations within the region.

8.2.3.4 The City will initiate express transit on **Intensification Corridors** and will continue to employ express services as part of the implementation of the Mississauga Bus Rapid Transit.

8.2.3.5 Light rail transit is planned on Hurontario Street as the main north-south spine in Mississauga including service within the Downtown Core area. Bus Rapid Transit will run along the Highway 403/Eglinton Avenue corridor as the east-west spine to form part of the regional transit system in



Figure 8-4: **Higher order transit** such as the Highway 403/Eglinton Bus Rapid Transit will provide competitive alternatives to the automobile.



Figure 8-5: Various transportation forms exist within the city. The transit network is extensive and serves the large resident population and employment base, as well as those passing through the city.

accordance with the Metrolinx Regional Transportation Plan.

8.2.3.6 To create a city wide transit grid network, Mississauga will decentralize existing transit services away from the Downtown Core and connect bus rapid transit stations to other Intensification Areas.

8.2.3.7 The Downtown will be served by local and **higher order transit** facilities, which provide connections to neighbouring municipalities. The City will work with surrounding municipalities, the Region, the Greater Toronto Airports Authority and the Province to create an interconnected **higher order transit** system that links Intensification Areas, surrounding municipalities, the regional transit system and the Airport.

8.2.3.8 Decisions on transit planning and investment will be made according to the following criteria:

- a. using transit infrastructure to shape growth, and planning for high residential and employment densities that ensure the efficiency and viability of existing and planned transit service levels;
- b. placing priority on increasing the capacity of existing transit systems to support Intensification Areas;
- c. expanding transit service to areas that have achieved, or will be planned to achieve, **transit-supportive** residential and employment densities, together with a mix of residential,

office, institutional and commercial development, wherever possible;

- d. providing priority access to the Downtown, other Intensification Areas and the Airport; and
- e. increasing the modal share of transit.

8.2.3.9 Access to transit will be provided within walking distance of the places where people live and work, and of major destinations such as the Lake Ontario waterfront.

8.2.3.10 Accessible transit facilities and passenger amenities, such as bus bays, bus loops, bus stop platforms and shelters, will be acquired through the processing of development applications, where appropriate.

8.3.2 Transit Design

The design and management of transit facilities will employ a variety of techniques, which consider the convenience and comfort of transit users, to promote transit as a primary mover of people.

8.3.2.1 Mississauga will employ transit priority measures on priority corridors shown on Schedule 6: Long Term Transit Network, such as queue jump lanes and transit signal priority, along with express services, new intelligent transportation systems (ITS), fare integration, and service coordination with GO Transit and neighbouring transit systems.

~~8.3.2.2 **Major Transit Station Areas** will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrian, bicycle parking and commuter pick up/drop off areas.~~

8.6 Mobility Hubs

Mobility hubs have employment, housing, shopping and recreational uses concentrated around a ~~Major Transit Station Area~~ and are connected by a variety of modes of transportation such as walking, cycling, and regional and local transit.

Mobility hubs include both *gateway* and *anchor hubs* as shown on Schedule 6: Long Term Transit Network.

8.6.1 Mississauga will promote the development of land use and transportation facilities around *anchor hubs* and *gateway hubs* in a manner that supports the Metrolinx Regional Transportation Plan.

8.6.2 Mobility hubs will be planned and designed to provide access from various transportation modes to the transit station, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.

8.6.3 Mobility hubs may be required to provide amenities such as secure storage facilities for bicycles, car-share drop-off areas, heated waiting areas, traveller information centres, cafes and

restaurants, as well as services such as daycares, grocery stores or post offices.

8.6.4 Access to mobility hubs ~~and Major Transit Station Areas~~ will be promoted through the provision of pedestrian and cycling linkages, transit and adequate commuter parking facilities, and the potential for development of structured parking.



Figure 8-10: Several 400 series highways and major roads traverse Mississauga and support the many businesses reliant on efficient goods movement.

9.2.1 Intensification Areas

Intensification Areas are the principal location for future growth and consist of:

- Downtown;
- Major Nodes;
- Community Nodes;
- Corporate Centres;
- ***Intensification Corridors***; and
- ***Major Transit Station Areas***.

Intensification Areas are a major building block of the city pattern and, as such, will be expected to exhibit

high standards of urban design that will result in vibrant and memorable urban places. They are intended to create order and a sense of place, with a scale that varies with their intended purpose and role in the urban hierarchy.

In order to achieve the vision for Intensification Areas as vibrant, mixed use areas, serviced by multi-modal transportation, the physical form, relationship among buildings and spaces and the quality of the built environment will be critical in making these areas successful.

9.2.1.1 Development will create distinctive places and locales.

9.2.1.2 Design excellence will create a vibrant Downtown complemented by communities that retain their own identity and contribute to an overall strong city identity.

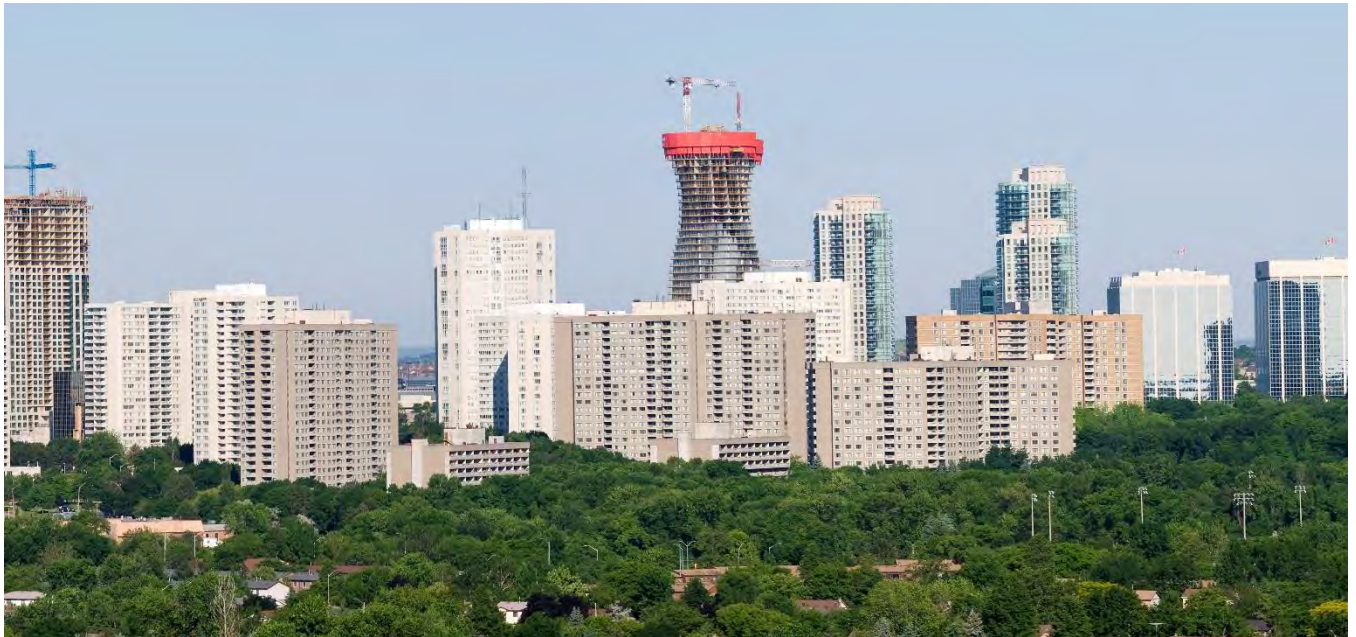




Figure 9-7: A compact, urban built form with a mix of uses will be incorporated in Cooksville and other Intensification Areas.

9.2.1.3 Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.

9.2.1.4 Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.

9.2.1.5 Small land parcels should be assembled to create efficient development parcels.

9.2.1.6 Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances.

9.2.1.7 Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands.

9.2.1.8 The preferred location of **tall buildings** will be in proximity to existing and planned **Major Transit Station Areas**.

9.2.1.98 Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.

9.2.1.109 Appropriate height and built form transitions will be required between sites and their surrounding areas.

9.2.1.1110 **Tall buildings** will be sited and designed to enhance an area's skyline.

9.2.1.1211 **Tall buildings** will be sited to preserve, reinforce and define view corridors.

9.2.1.1312 **Tall buildings** will be appropriately spaced to provide privacy and permit light and sky views.

9.2.1.1413 In appropriate locations, **tall buildings** will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.

9.2.1.1514 **Tall buildings** will address pedestrian scale through building articulation, massing and materials.

9.2.1.1615 **Tall buildings** will minimize adverse microclimatic impacts on the public realm and private amenity areas.

9.2.1.1716 Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.

9.2.1.1817 Existing large blocks will be reconfigured to incorporate a fine-grained block structure with public roads and on-street parking to support at grade uses.

9.2.1.1918 The public realm and the development interface with the public realm will be held to the highest design standards.

9.2.1.2019 Mississauga will develop identifiable civic buildings, structures, and spaces as community and city focal points.

9.2.1.2120 Development will contribute to pedestrian oriented **streetscapes** and have an urban built form that is attractive, compact and transit supportive.

9.2.1.2221 Development will be designed to support and incorporate pedestrian and cycling connections.

9.2.1.2322 Active uses will be required on principal streets with direct access to the public sidewalk.

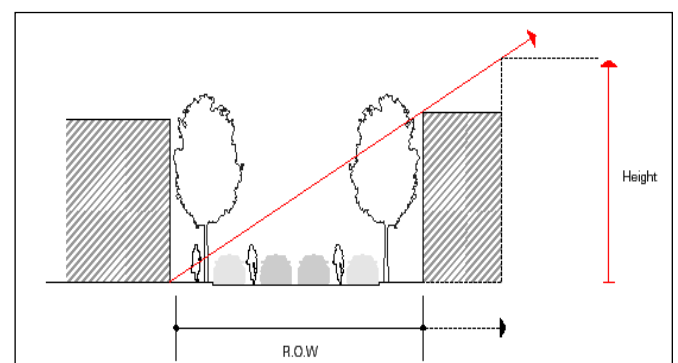


Figure 9-8: On wider streets, taller buildings may be required to provide appropriate street enclosure.

9.2.1.2423 Development will face the street.

9.2.1.2524 Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.

9.2.1.2625 For non-residential uses, at grade windows will be required facing major streets and must be transparent.

9.2.1.2726 Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping.

9.2.1.2827 Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired.

9.2.1.2928 Development will have a compatible bulk, massing and scale of built form to provide an integrated **streetscape**.

9.2.1.3029 Development will provide open space, including squares and plazas appropriate to the size, location and type of the development.

9.2.1.3130 Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk.

9.2.1.3231 Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public

sidewalk, pedestrian connections and transit facilities.

9.2.1.3332 Open spaces will be designed to promote social interaction.

9.2.1.3433 Development will utilize **streetscape** design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces.

9.2.1.3534 Buildings and **streetscapes** will be situated and designed so as to encourage pedestrian circulation.

9.2.1.3635 **Streetscape** improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed.

9.2.1.3736 Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure for natural surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office uses.

9.2.1.3837 Parking lots and structures should not be located adjacent to major streets.

9.2.1.3938 Signage will be integrated with the scale and character of built form and will follow **universal design principles**.

10 Foster a Strong Economy

10.1 Introduction

Mississauga is an economically strong city where people and businesses thrive. The city’s economic

diversity of business operations. Wholesale trade; manufacturing; professional, scientific and technical services; transportation and warehousing companies, as well as various other employment sectors, are all represented in the city. Many of these companies are



Figure 10-1: There are over 420 000 employment opportunities in Mississauga providing jobs for local as well as regional residents. While the largest concentration of these employment opportunities is in the northeast quadrant of the city at the Airport and surrounding lands, Mississauga has a number of other thriving employment areas. Mississauga has been highly successful in attracting office employment and over the last 25 years the city has developed an average of approximately one million square feet of office space annually. (Robert Speck Parkway Business Area, Hewlett-Packard Building, Airport - Terminal 1)

success is based on its ability to attract and retain a innovative businesses, large corporations and head

offices. Mississauga is home to over 60 Fortune 500 head offices.

Mississauga's strong employment base has resulted in the city becoming a net importer of talent. Two thirds of the resident labour force work in Mississauga, which demonstrates the variety of employment opportunities available to residents.

Mississauga is home to a well educated labour force. Ensuring that residents have access to opportunities to develop the skills and knowledge needed to meet the needs of the business community is critical to the city's continued economic success. Mississauga is home to The University of Toronto Mississauga and the Sheridan College campus in the Downtown. In addition to these post-secondary institutions, the City promotes the establishment of new universities and colleges so that local students have a variety of learning opportunities within their community. This will also attract new residents to the city to further their education, retain youth and encourage partnerships between academic institutions and businesses.

Mississauga will continue to support existing businesses and work toward attracting new business ventures that complement the City's vision and



Figure 10-2: Retaining areas for employment purposes is vital to the health and competitiveness of the city. As the city's population grows through intensification and redevelopment, it will be critical to maintain the existing employment base and to provide opportunities for future employment.

provide a range of employment opportunities that utilize the skills and knowledge of the local labour force.

The City identifies three strategic economic development goals that support the city's vision: to be a Global Business Magnet, to have a Culture of Innovation and to be a Knowledge Economy. In this context, a number of target opportunities have been recognized in high growth knowledge sectors, including Life Sciences; Information, Communication Technologies (ICT); Finance and Insurance; and Advanced Manufacturing.

Each of these sectors has a strong presence in Mississauga today, with recognizable clusters in areas such as Airport Corporate Centre, Gateway Corporate Centre and Meadowvale Business Park. In addition, Sheridan Park is characterized by a research cluster. It is critical for the city to continue to grow and sustain these knowledge sectors within the city.

The urban system supports the business community by promoting office and employment uses within Intensification Areas, while preserving lands for a variety of activities and extensive employment functions. Employment opportunities are to be concentrated within the Downtown, Corporate Centres, Major Nodes and Employment Areas. Special Purpose Areas are also important employment centres. Within Community Nodes and Neighbourhoods, employment opportunities that provide local services to residents are anticipated.

As Mississauga continues to develop, there will be fewer opportunities for land extensive business activities and a greater reliance on office development as a generator of employment. Mississauga is fortunate to have several highly successful office areas and is well positioned to attract considerable additional office growth. Mississauga's Downtown and Corporate Centres are particularly well located for future office development as they have excellent access to

existing and planned **higher order transit** services and several 400 series highways.

The provision of infrastructure and utilities in an environmentally sustainable, timely manner, and their maintenance is key to continued economic development and growth. Mississauga will encourage energy conservation and reduce air pollution and greenhouse gas emissions through land use patterns and urban design standards that support alternative forms of transportation, energy efficient buildings and opportunities for **cogeneration**.

10.1.1 Mississauga will encourage a range of employment opportunities reflective of the skills of the resident labour force.

10.1.2 Mississauga will identify and protect lands for a diversity of employment uses to meet current and future needs.

10.1.3 An adequate supply of lands providing locations for a variety of appropriate employment uses will be maintained to accommodate the City's growth forecasts.

10.1.4 The conversion of lands designated Business Employment, Industrial, Institutional or Office within Corporate Centres and Employment Areas to permit non-employment uses is prohibited unless considered through a Phase One municipal comprehensive review and, where applicable, a Phase Two municipal comprehensive review. For the purposes of this policy, **major retail** uses are considered non-employment uses.

a. A Phase One municipal comprehensive review will be required to demonstrate that:

- there is a need for the conversion;
- Mississauga will meet the employment forecasts of this Plan;
- the conversion will not adversely affect the overall viability of the employment area and achievement of the intensification target, density targets and other policies of this Plan;
- there is existing or planned infrastructure to accommodate the proposed conversion;

- the lands are not required over the long term for employment purposes; and
 - cross jurisdictional issues have been considered; and
- b. Where a Phase One municipal comprehensive review has identified the potential for the conversion of lands, Phase Two of the municipal comprehensive review will determine appropriate land uses for identified areas and consider, among other matters, the following:
- alternative locations for displaced employment uses;
 - land use options that result in a similar or greater number of employment opportunities;
 - compatibility with surrounding land uses;
 - infrastructure capacity, needs and costs; and
 - municipal benefits to be realized through land conversion; and
- c. Development applications for the conversion of lands to non-employment uses will be considered premature until both Phase One and Phase Two of the municipal comprehensive review has been completed.

10.1.5 Mississauga will provide for a wide range of employment activities including office and diversified employment uses. To this end Mississauga will:

- a. strive to increase office employment;
- b. encourage the establishment of knowledge based industries and support their growth; and
- c. encourage the establishment of small innovative businesses and support their growth.

10.1.6 Mississauga will facilitate the operation and where appropriate, the expansion of existing businesses as permitted by this Plan. In some locations, alternative land uses may be identified to

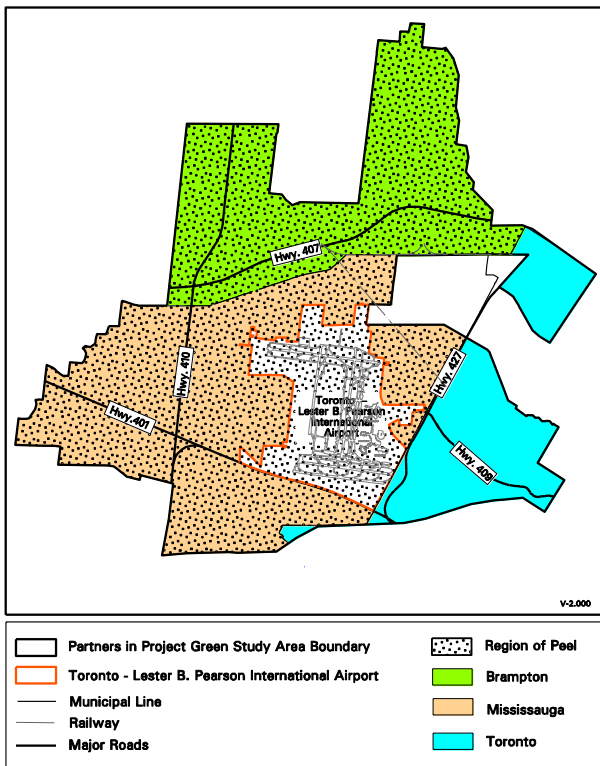


Figure 10-3: Partners in Project Green is a growing community of businesses working together to green their bottom line by creating an internationally recognized 'eco-business zone' around the Airport. Through new forms of business-to-business collaboration, Partners in Project Green delivers programming that helps businesses reduce energy and resource costs, uncover new business opportunities and address everyday operational challenges in a green and cost effective manner.

encourage the relocation of existing businesses to allow the lands to redevelop in accordance with the planning vision for the area. Development proponents may be required to submit satisfactory studies prior to development.

10.1.7 To encourage economic development and competitiveness, Mississauga will ensure the necessary infrastructure, for which it is responsible, is provided to support current and forecasted employment needs.

10.1.8 **Transit-supportive** development with compact built form and minimal surface parking will be encouraged in Corporate Centres, ~~Major Transit Station Areas~~ and **Corridors**.

10.1.9 Mississauga will foster eco-industrial activity in new and existing employment areas, such as the

Pearson Eco-Business Zone, which will demonstrate innovation and high levels of environmental and economic performance by:

- transforming the employment area into an eco-industrial zone;
- creating a sustainable economic area and green business areas;
- investing in green buildings, technology and practices;
- encouraging leveraged partnerships between public and private organizations; and
- establishing infrastructure with multi objective.

10.1.10 Residential uses will be prohibited within Corporate Centres and Employment Areas.

10.1.11 Infrastructure will be planned and delivered to ensure financial viability over life cycles and meet projected needs.

10.7 Energy and Power Generation

Energy efficiency and improved air quality through land use, development patterns and efficient transportation, are important for the health of Mississauga's population, economic prosperity and protection of the environment. The City supports energy initiatives that will enable it, its residents, businesses and transportation systems to conserve energy and reduce their dependence on fossil based energy sources by changing to alternative or **renewable energy** systems.

This Plan provides opportunities for power generation facilities to accommodate current and projected needs, where feasible, and recognizes the interdependencies that exist in the built and natural environments. However, it is essential that power generating facilities be located in appropriate locations away from residential and other sensitive uses.

10.7.1 Mississauga will conserve energy by promoting energy efficient land use and development patterns, efficient transportation and alternative and **renewable energy** systems.

10.7.2 Mississauga will plan for greener, healthier communities by reducing harmful greenhouse gas emissions and improving the air quality.

10.7.3 Mississauga supports energy conservation, and the reduction of emissions from vehicles as well as from municipal, residential, commercial and industrial sources to protect air quality.

10.7.4 Mississauga supports energy demand management initiatives by other levels of government and other agencies to reduce energy consumption and improve energy efficiency.

10.7.5 Mississauga encourages appropriate land use and development patterns that are **transit-supportive**, site and building designs that conserve energy and opportunities for district energy.

10.7.6 Mississauga encourages the creation of innovative strategies such as green site design and green buildings, which utilize technology such as green roofs, white roofs and the use of the urban tree canopy to achieve energy efficiencies.

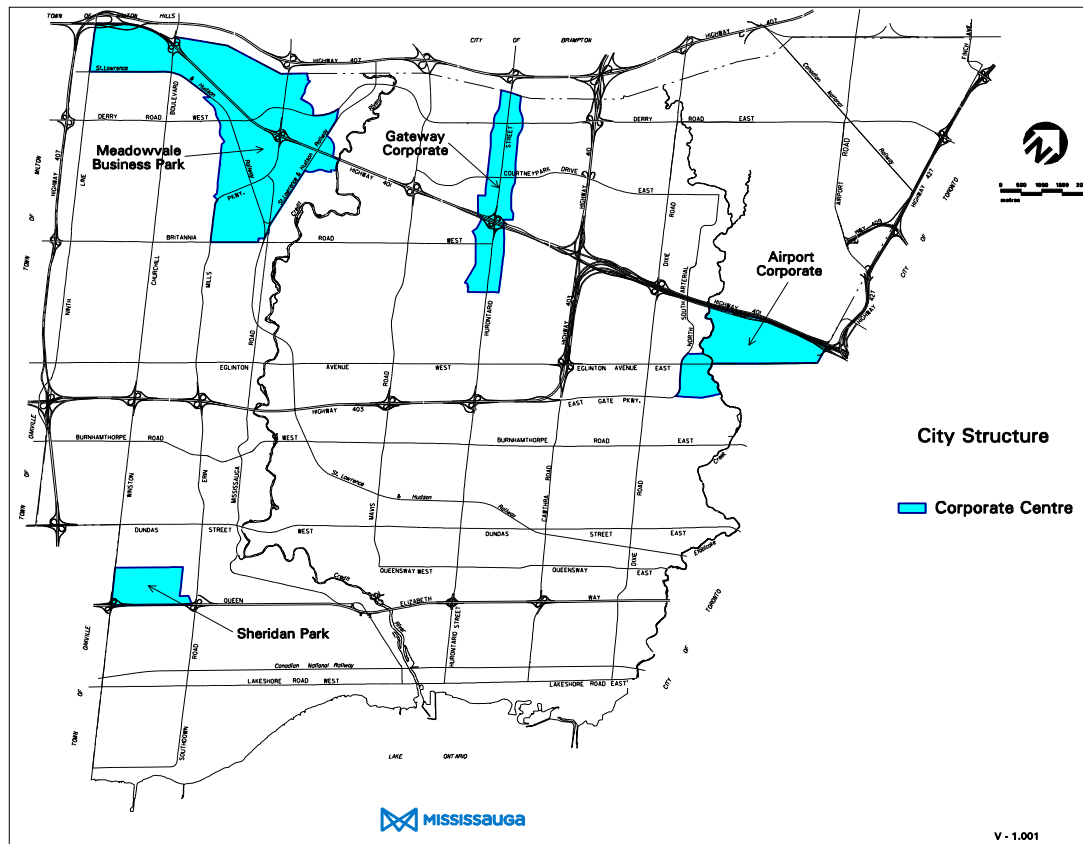
10.7.7 Mississauga will promote public awareness and education initiatives jointly with other levels of government and other agencies on matters related to energy conservation.

10.7.8 Mississauga supports policies that promote water conservation measures and **stormwater best management practices** to ensure energy conservation.

10.7.9 Mississauga encourages district energy systems where appropriate, to reduce greenhouse gas emissions and air pollution.

10.7.10 Mississauga will work jointly with other levels of government and other agencies to investigate the need, feasibility, implications and suitable locations for **renewable energy** projects and to promote local clean energy generation, where appropriate.

15.1 Introduction



Map 15-1: City Structure – Corporate Centres

There are four Corporate Centre Character Areas in Mississauga:

- Airport Corporate;
- Gateway Corporate;
- Meadowvale Business Park; and
- Sheridan Park.

This section identifies the modifications to the General Land Use designations in Chapter 11 that apply to all Corporate Centres.

15.1.1 General

15.1.1.1 Corporate Centres will develop a mix of employment uses with a focus on office development and uses with high employment densities.

15.1.1.2 Lands on a **Corridor** or within a **Major Transit Station Area** outside a **Protected Major Transit Station Area**, will be subject to the two storey height minimum. Local area plans or planning studies may establish maximum height requirements.

15.1.1.3 The following uses will not be permitted in freestanding buildings on a **Corridor**.

- b. financial institution;
- c. motor vehicle rental;
- d. personal service establishment;
- e. restaurant; and
- f. retail store.

15.1.1.4 Within a **Corridor** all accessory uses must be in the same building as the principal use.

15.1.2 Residential

15.1.2.1 Residential uses will not be permitted.

15.1.3 Mixed Use

15.1.3.1 Notwithstanding the Mixed Use policies of this Plan, the following additional uses will be permitted:

- a. Major offices.

15.1.3.2 Notwithstanding the Mixed Use policies of this Plan, the following uses will not be permitted:

- a. residential.

15.1.4 Office

15.1.4.1 Notwithstanding the Office policies of this Plan, the following additional uses will be permitted:

- a. Post-secondary educational facilities.

15.1.5 Institutional

15.1.5.1 Notwithstanding the Institutional policies of this Plan, residential uses will not be permitted.

15.1.6 Convenience Commercial

15.1.6.1 The Convenience Commercial designation will not be permitted.

15.1.7 Motor Vehicle Commercial

15.1.7.1 The Motor Vehicle Commercial designation will not be permitted, except for lands designated Motor Vehicle Commercial at the time this Plan comes into effect.

15.1.8 Business Employment

15.1.8.1 Notwithstanding the Business Employment policies of this Plan, the following additional uses will be permitted:

- a. Major office; and

- b. Post-secondary educational facility.

15.1.8.2 Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:

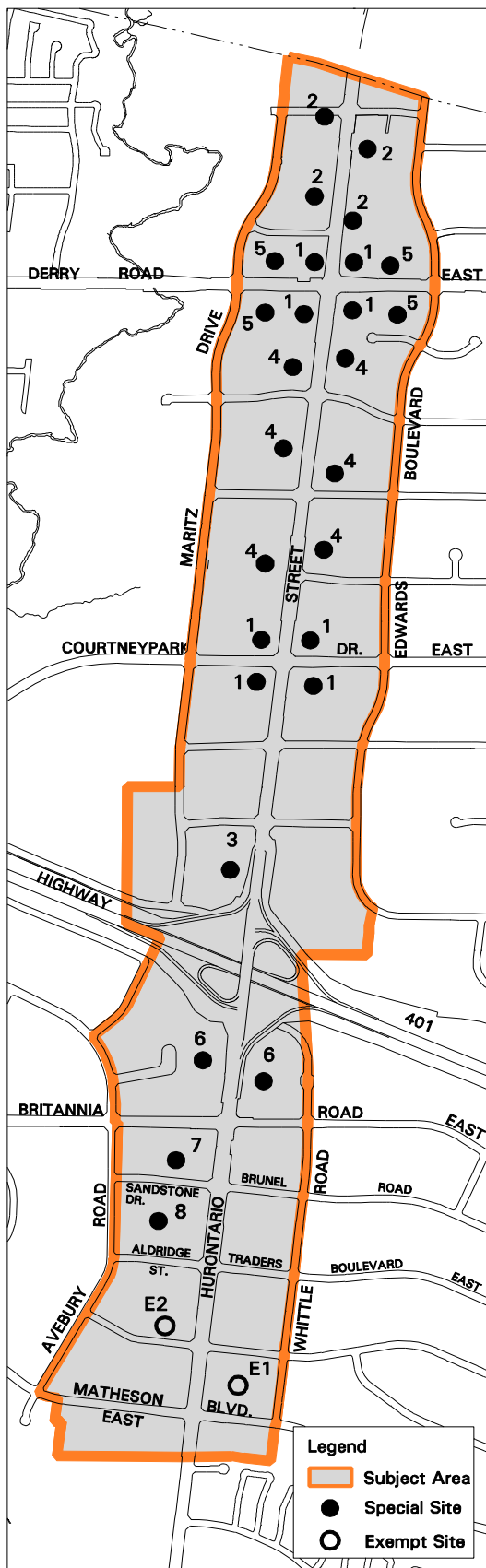
- a. adult entertainment establishment;
- b. animal boarding establishment;
- c. body rub establishment;
- d. cardlock fuel dispensing;
- e. composting facilities;
- f. motor vehicle body repair facility;
- g. Motor Vehicle Commercial;
- h. outdoor storage and display areas related to a permitted manufacturing use;
- i. transportation facilities;
- j. trucking terminals;
- k. self storage facilities; and
- l. **waste processing stations** or **waste transfer stations**.

15.1.8.3 Notwithstanding the Business Employment policies of this Plan, **secondary offices** will not be subject to a maximum **floor space index (FSI)**.

15.1.9 Industrial

15.1.9.1 The Industrial designation will not be permitted, except for lands within the Meadowvale Business Park Character Area designated Industrial at the time this Plan comes into effect.

15.3 Gateway Corporate



Map 15-3: Gateway Corporate Centre Character Area

15.3.1 Urban Design Policies

15.3.1.1 The focus of these policies is to promote high quality urban design and built form. These policies are also intended to reinforce and enhance the image of Hurontario Street as the main north-south **Corridor** through the city.

Hurontario Street Corridor Development Policies

15.3.1.2 The purpose of the following urban design policies is to define principles for the physical form and character of Hurontario Street:

- encourage a high quality urban design in the built form which is distinctive and urban in character, and which contributes to the identity of Hurontario Street as a principal city thoroughfare and higher order transit corridor;
- encourage a high standard of public and private realm **streetscape** design that is coordinated and comprehensive, particularly at **Major Transit Station Areas**, which includes street furniture, public art, building forecourts, open space, transit shelters, bicycle parking, tree planting, and the sensitive placement of utilities with consideration for the public and private realm;
- buildings will be street related with main building entrances, active building elevations, and fenestration forming an integrated link between the building and the sidewalk. Active building features should be oriented to major street frontages and the light rail transit system;
- encourage the development of a unique Hurontario Street character, and enhance its image through the creation of **streetscape** design, prominent intersections, built form features, an integrated public and private realm and gateway features;
- orient the most active and architecturally detailed building façade to the public street by use of main entrances and a large percentage of fenestration addressing the **streetscape**;

- f. locate parking facilities at the rear and/or side of buildings instead of between the front of the building and the public street. As sites develop/redevelop, parking should be structured and preferably, underground. Transportation demand management measures will be encouraged;
- g. design buildings with sufficient height, mass and width of street frontage to define and frame the street;
- h. complete the road system to improve cyclist and pedestrian movement, vehicular and servicing access, and to create usable and accessible development parcels;
- i. integrate the principal and the accessory uses, within individual buildings;
- j. encourage the continued development of varied and innovative prestige buildings;
- k. encourage development that provides a safe and convenient pedestrian environment that reinforces Hurontario Street as a major transit corridor;
- l. minimize building setbacks from the streetline(s) while balancing continuous landscaping between the building and the street and pedestrian linkages to the public sidewalk;
- m. encourage the appropriate transition of built form between buildings;
- n. provide for safe, pleasant and convenient pedestrian movement from the public sidewalk and on-site parking areas to the principal building entrance(s);
- o. discourage the fragmentation of land parcels that will inhibit the eventual development of employment uses. Encourage land consolidation, in particular at the principal intersections to facilitate useable development parcels;
- p. priority will be given to pedestrian movement when accommodating both pedestrian and vehicular traffic. Design efficient parking facilities to avoid circuitous routes and dead end aisles;
- q. encourage built form (outside the gateway and main intersection areas) to incorporate a high level of physical continuity, cohesion and linkage between buildings, from block to block, and from street to street;
- r. create a sense of prominence ~~at the intersections along of Hurontario Street and Major Transit Station Areas~~ **create a sense of prominence at the intersections along Hurontario Street**, by integrating features such as: tall, more distinctive buildings located close to the street, unique landscape and **streetscape** treatment, transit amenities, elevated and distinguishing rooflines;
- s. internalize, screen and minimize visual impacts of the service and loading facilities from the **streetscape**, public view, pedestrian walkways, and abutting uses;
- t. the submission of a concept plan will be required for all development applications to demonstrate how the urban design policies will be implemented;
- u. development applications will also have regard for the urban design guidelines in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence; and
- v. development should provide the ease of movement between the built form and transit facilities and **active transportation**. The design of buildings will improve connections and accessibility for transit users and **active transportation** and reinforce Hurontario Street as a major transit corridor.

15.3.2 Land Use

15.3.2.1 Notwithstanding the policies of this Plan, single storey financial institutions and freestanding restaurants of all types which are not substantially screened from Hurontario Street by a building in place

at the time of development will not be permitted on land adjacent to Hurontario Street.

15.3.2.2 Existing uses will be permitted as they existed on the day these policies come into effect. Limited expansions may be permitted on a site specific basis subject to consideration of matters such as urban design and proximity to a **Major Transit Station Area**.

15.3.2.3 Existing buildings that do not meet the built form policies including single storey financial institutions, and freestanding restaurants, which are not substantially screened from Hurontario Street by a building, will be encouraged to redevelop in keeping with the vision for the Hurontario Street Intensification Corridor.

15.3.2.4 Notwithstanding the Office policies of this Plan, the following additional policies will apply:

- a. overnight accommodation and conference centres may be permitted;
- ~~b. at **Major Transit Station Areas**, buildings will be a minimum of three storeys but will be encouraged to be higher;~~
- eb. buildings will have a maximum building setback of five metres, however, greater setbacks may be required based on the final design of the light rail transit system;
- ~~ec.~~ accessory retail commercial uses incorporating transparent windows will be encouraged at grade ~~at **Major Transit Station Areas**~~ for buildings directly fronting Hurontario Street; and
- ed. in order to achieve a continuous street wall, new development will have a minimum 80 percent of any lot frontage along Hurontario Street ~~within **Major Transit Station Areas**~~ and 66 percent in areas beyond, occupied with a building or buildings. In the case of lots with multiple street frontages, priority will be given to establishing a continuous street wall along Hurontario Street. This continuous street wall condition will wrap around the corner at major intersections.

15.3.2.5 Notwithstanding the Business Employment designation, the following additional uses will not be permitted:

- a. motor vehicle body repair facilities;
- a. transportation facilities;
- b. trucking terminals; and
- c. **waste processing** or **transfer stations** and composting facilities.

17.1 Introduction

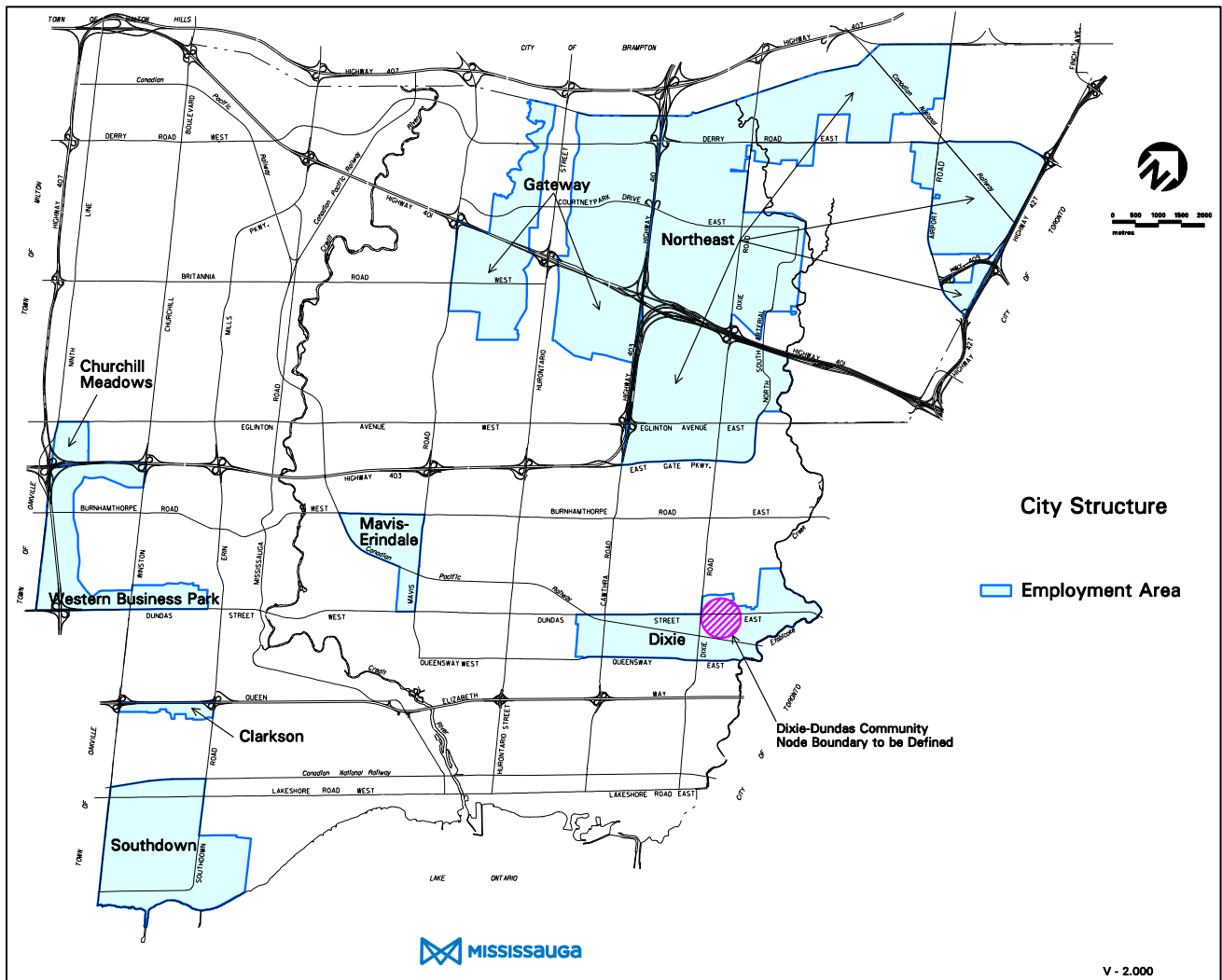
There are eight Employment Area Character Areas in Mississauga:

- Churchill Meadows;
- Clarkson;
- Dixie;
- Gateway;

This section identifies the modifications to the General Land Use designations in Chapter 11 that apply to all Employment Areas.

17.1.1 General

17.1.1.1 Lands on a **Corridor** will not be subject to the two storey height minimum **except along Intensification Corridors** and within **Major Transit Station Areas**. Character Area policies may establish height requirements.



Map 17-1: City Structure – Employment Areas

- Mavis-Erindale;
- Northeast;
- Southdown; and
- Western Business Park.

17.1.2 Utilities

17.1.2.1 Outdoor storage will be permitted accessory to a permitted land use adjacent to electric power rights-of-way.

17.1.3 Residential

17.1.3.1 Residential designations will not be permitted, except for permitted residential designations in the Dixie Employment Area in existence at the time this Plan comes into effect.

17.1.4 Mixed Use

17.1.4.1 Notwithstanding the Mixed Use policies of this Plan, the following additional uses will be permitted only in the Dixie, Gateway, Mavis-Erindale, Northeast, Southdown and Western Business Park Character Areas:

- a. Business Employment Uses; and
- b. Motor Vehicle Commercial Uses.

17.1.4.2 Notwithstanding the Mixed Use policies of this Plan, the following uses will not be permitted:

- a. Residential.

17.1.4.3 Notwithstanding the Mixed Use policies of this Plan, the maximum **floor space index (FSI)** for **secondary offices** is 1.0.

17.1.4.4 The Mixed Use designation will not be permitted, except for lands designated Mixed Use at the time this Plan comes into effect.

17.1.5 Offices

17.1.5.1 Notwithstanding the Office policies of this Plan, the following uses will not be permitted:

- a. Major office.

17.1.5.2 Notwithstanding 17.1.5.1, existing major office is permitted and major office will be permitted in **Protected Major Transit Station Areas**.

17.1.5.3 Notwithstanding the Office policies of this Plan, the maximum **floor space index (FSI)** for **secondary offices** is 1.0.

Notes:

Existing policies are shown in the black text; proposed new changes are shown in the green text; proposed deletions to existing policies are shown as ~~strike-outs~~. Text highlighted in yellow indicate a change from the draft official plan amendment presented to Planning and Development Committee on May 9, 2022.

20 Glossary

MAJOR TRANSIT STATION AREA

~~means the area including and around any existing or planned **higher order transit** station. Station areas generally are defined as the area within an approximate 500 m radius of a transit station, measured from the station building, representing about a 10 minute walk.~~

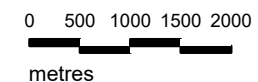
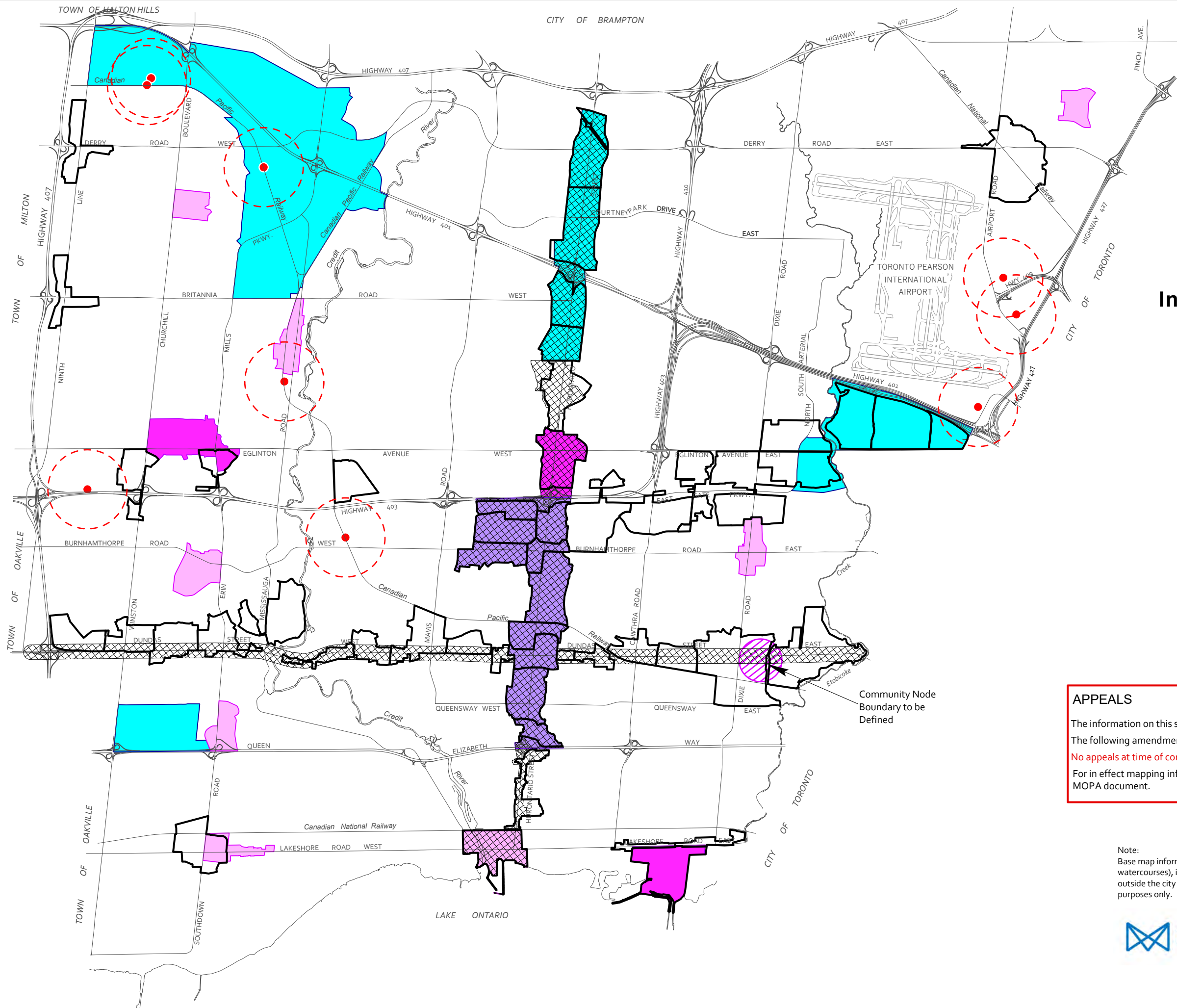
means the area including and around any existing or planned **higher order transit** station or stop **generally** defined ~~and generally~~ as the area within an approximate 500 to 800 metre radius of a transit station **or stop**, representing about a 10-minute walk. All delineated Major Transit Station Areas are **Protected Major Transit Station Areas** in this Plan and subject to Regional approval.

PROTECTED MAJOR TRANSIT STATION AREA

means a **Major Transit Station Area**, that has been identified in the Region of Peel Official Plan as a protected major transit station area, with a delineated area boundary, and is subject to municipal official plan policies that identify: the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area; the authorized uses of land and of buildings or structures on lands in the area; and the minimum densities that are authorized with respect to buildings and structures on lands in the area. All delineated **Major Transit Station Areas** are Protected Major Transit Station Areas in this Plan.

TRANSIT-SUPPORTIVE

means development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. Transit-supportive development will be consistent with Ontario's Transit Supportive Guidelines.



Schedule 2 Intensification Areas

City Structures

- Downtown
- Major Node
- Community Node
- Corporate Centre
- Protected Major Transit Station Area
- Intensification Corridor
- Planned Major Transit Station Area with 800m radius

APPEALS

The information on this schedule reflects Council adopted amendments. The following amendments are under appeal and affect this schedule:

No appeals at time of consolidation

For in effect mapping information refer to the Consolidation Tables and MOPA document.

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

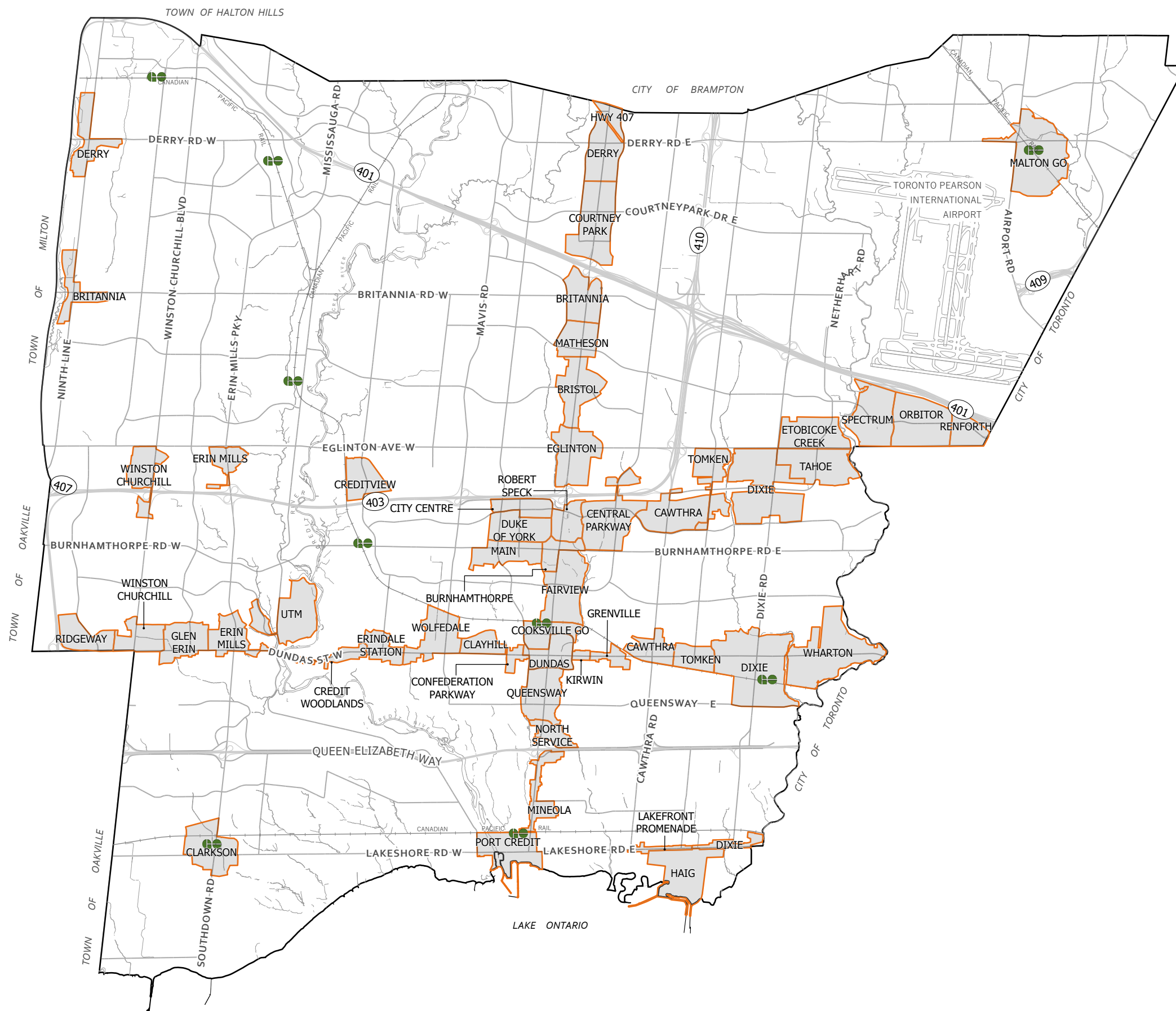




0 500 1000 1500 2000
metres

Schedule 11 Protected Major Transit Station Areas

Protected Major Transit Station Area (PMTSA)



The information on this schedule reflects Council adopted amendments
The following amendments are under appeal and affect this schedule:

For in effect mapping information refer to the Consolidation Tables and
MOPA document.

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

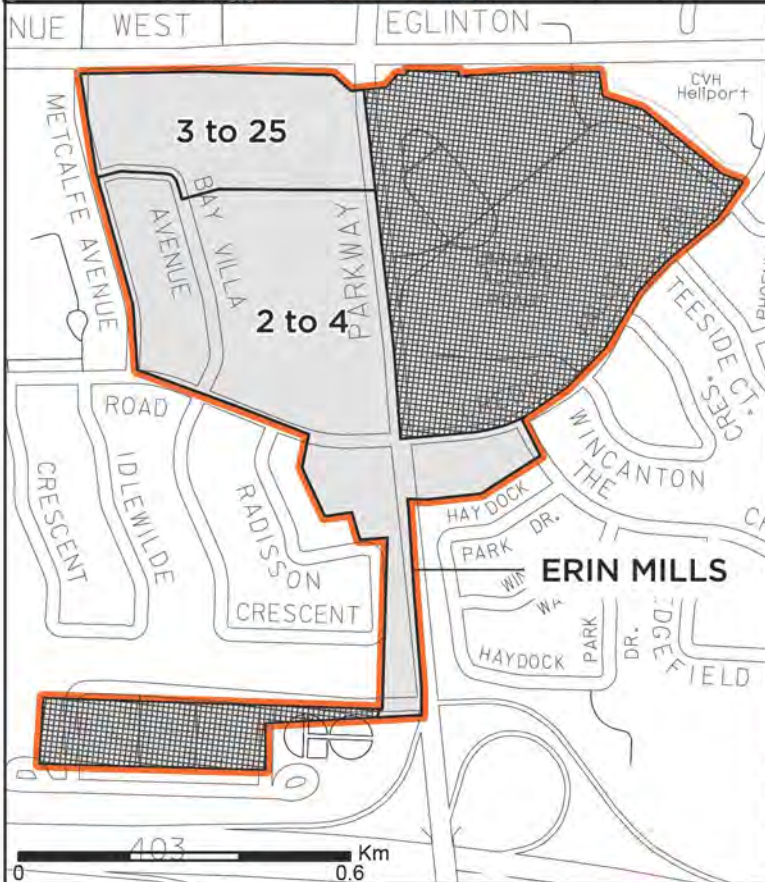
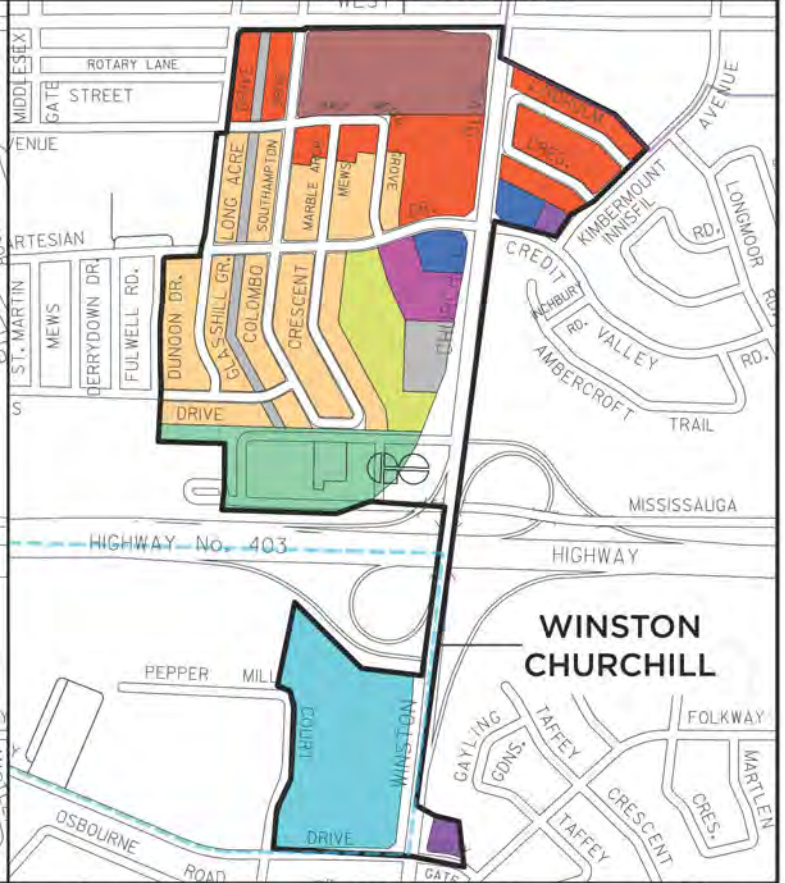
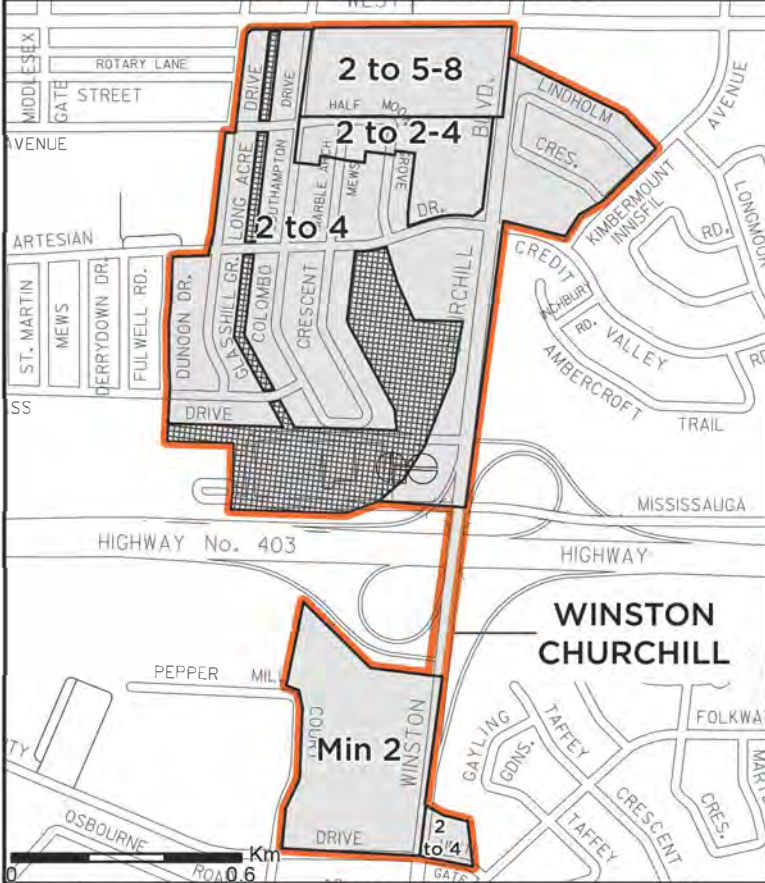
PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11a (403 BRT- WINSTON CHURCHILL & ERIN MILLS)

5.4

BUILDING HEIGHT SCHEDULE

LAND USE SCHEDULE

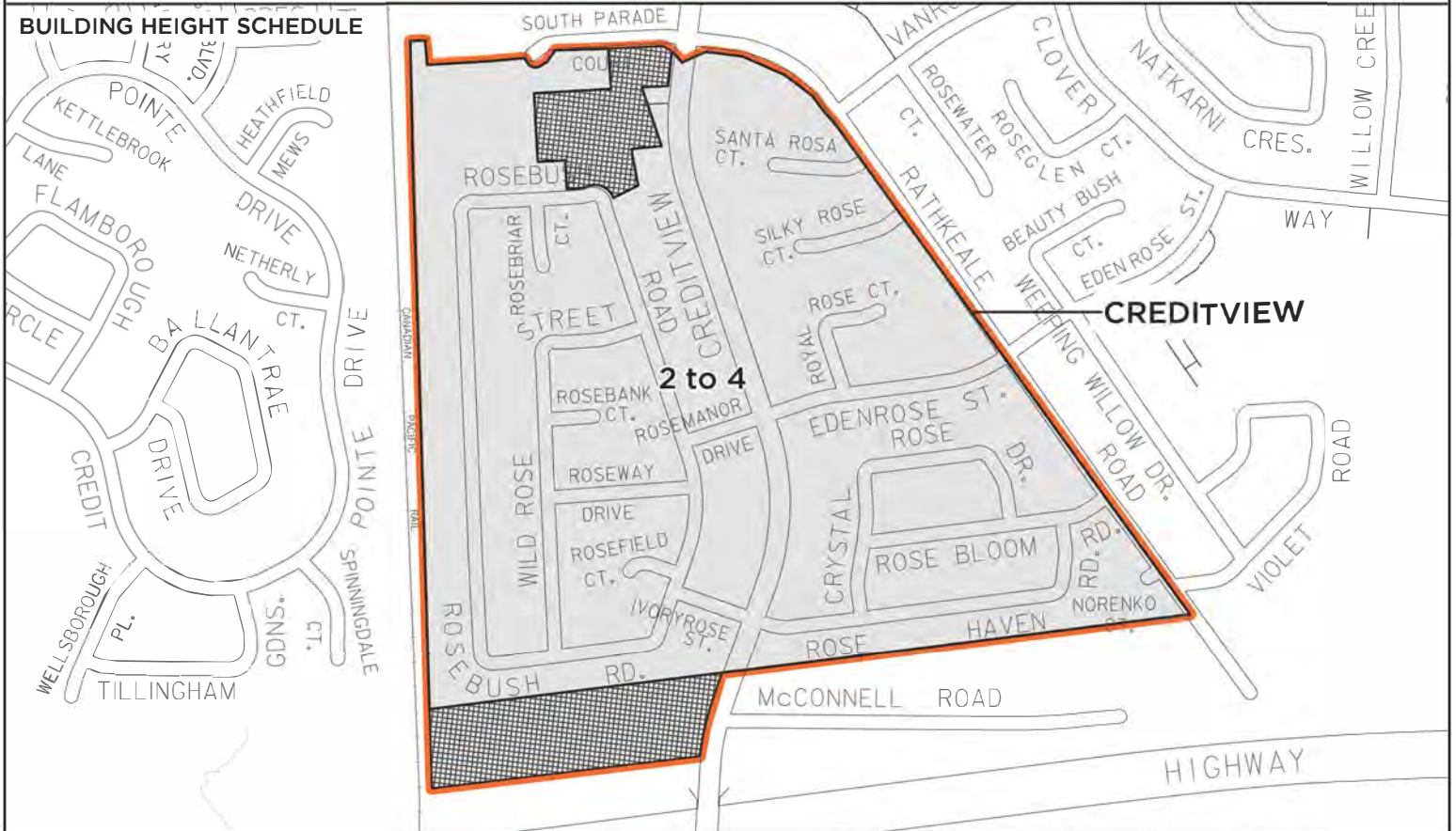


PMTSA Boundary (Height Map)	Convenience Commercial	Residential High Density	Institutional
PMTSA Boundary (Land Use Map)	Greenlands	Residential Medium Density	Residential Low Density II
Min # to Max # (In Storeys)	Business Employment	Parkway Belt West	Utility
Height Not Applicable	Mixed Use	Motor Vehicle Commercial	City Structure - Major Node
Business Employment	Residential High Density	Parkway Belt West	City Structure - Employment Area
Residential Medium Density	Residential Low Density II	Utility	

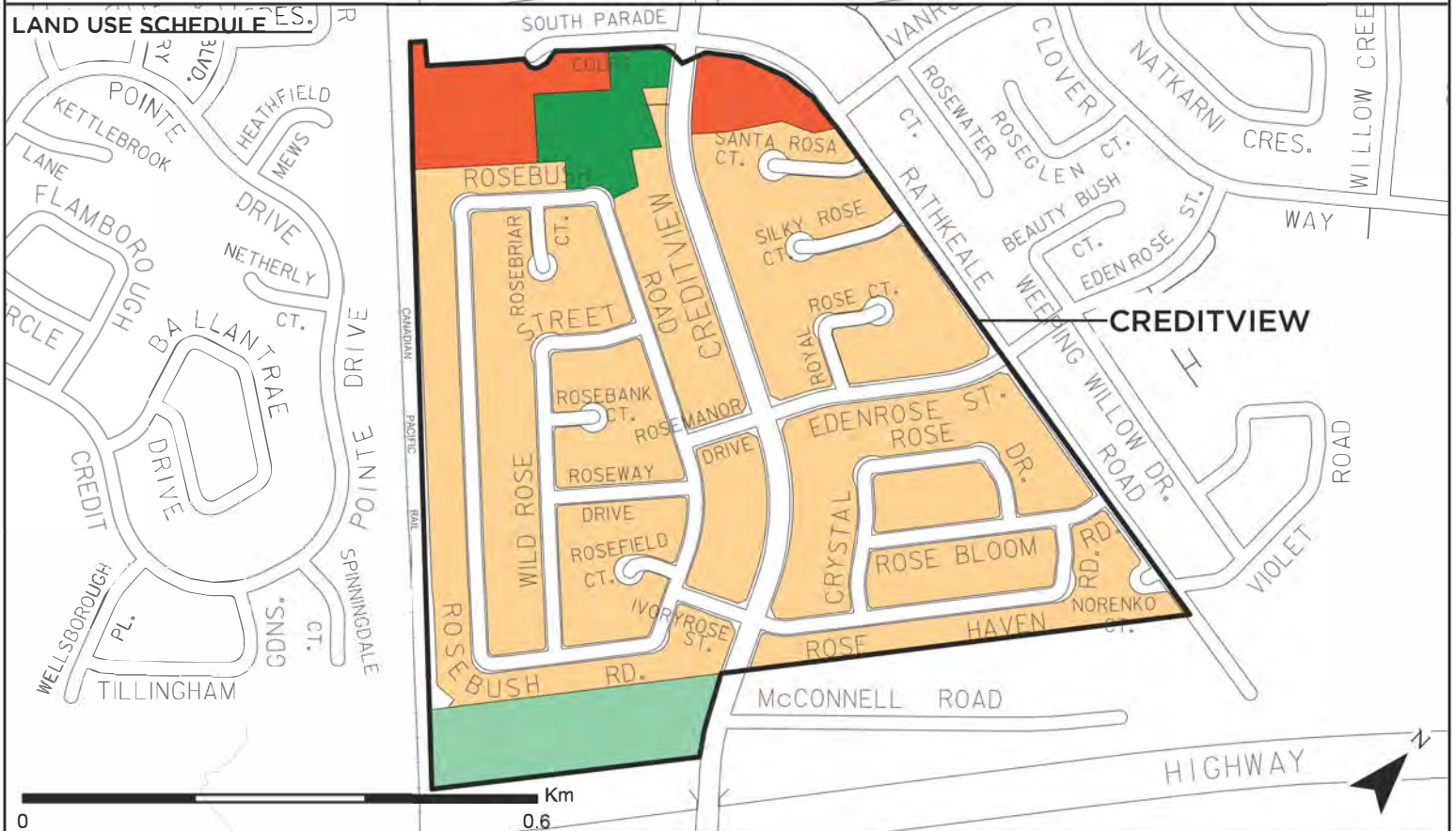
PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11b (403 BRT- CREDITVIEW)

BUILDING HEIGHT SCHEDULE



LAND USE SCHEDULE



- PMTSA Boundary (Height Map)
- PMTSA Boundary (Land Use Map)
- Min # to Max # (In Storeys)
- Height Not Applicable
- Residential Low Density II
- Residential Medium Density
- Public Open Space
- Parkway Belt West



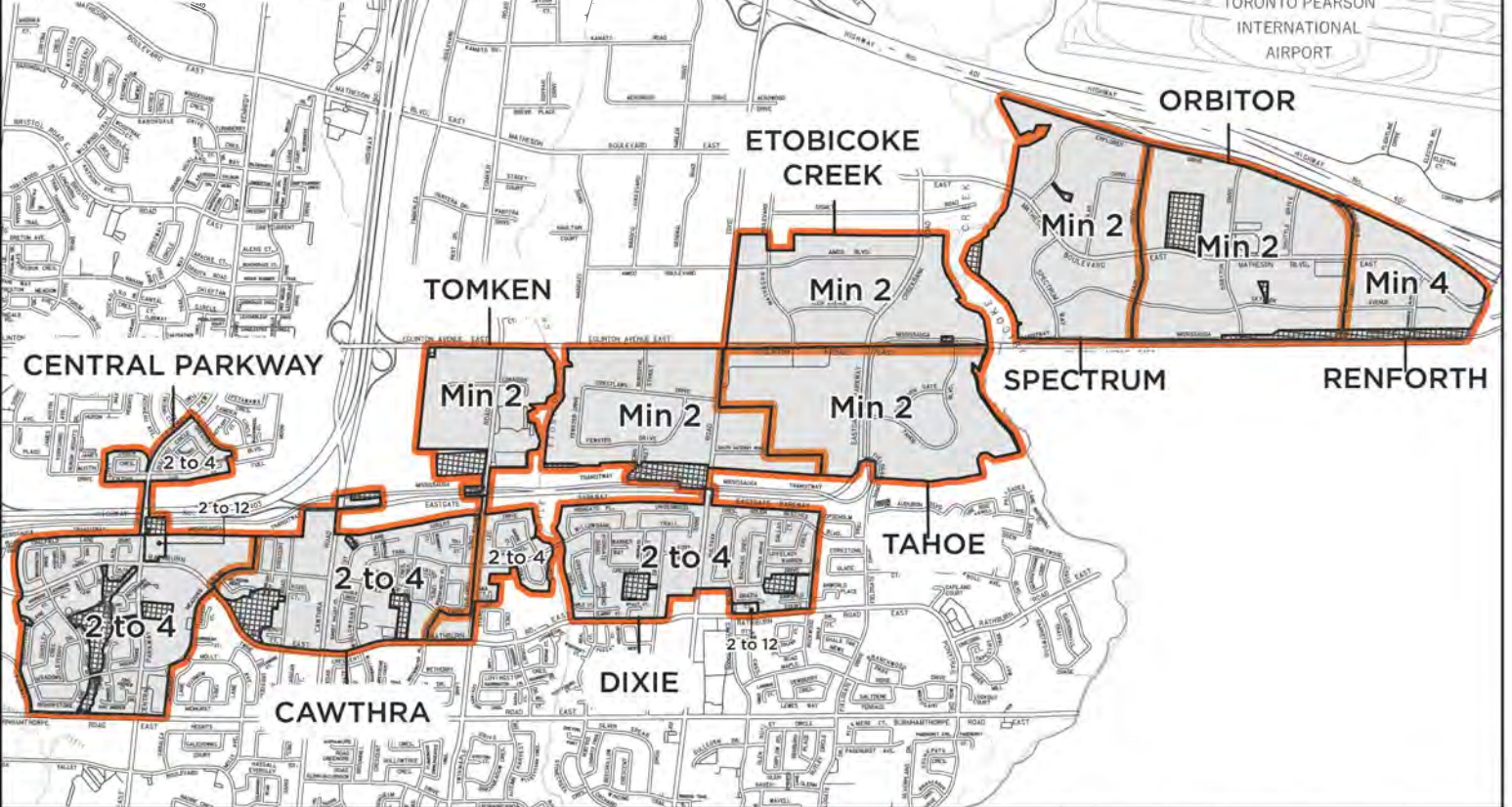
PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11c

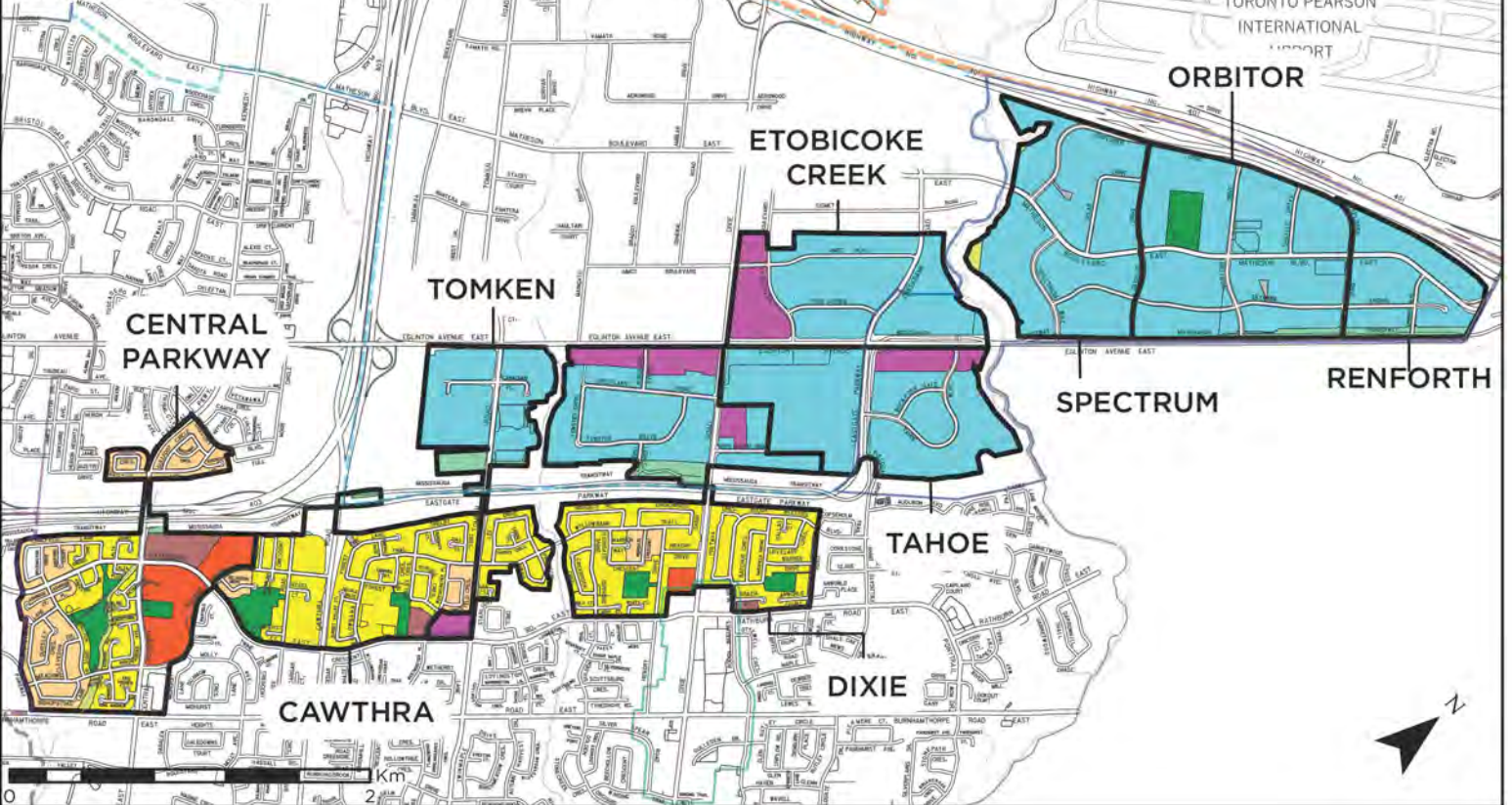
5.4

(403 BRT- CENTRAL PARKWAY, CAWTHRA, TOMKEN, DIXIE, ETOBICOKE CREEK, SPECTRUM, ORBITOR, TAHOE, RENFORTH)

BUILDING HEIGHT SCHEDULE



LAND USE SCHEDULE

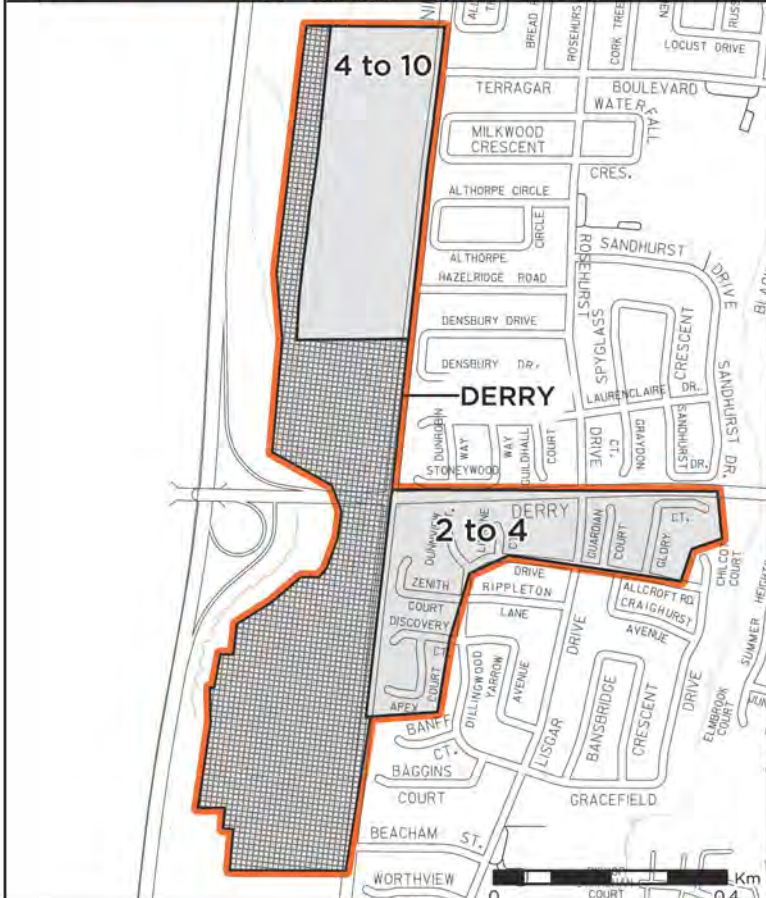
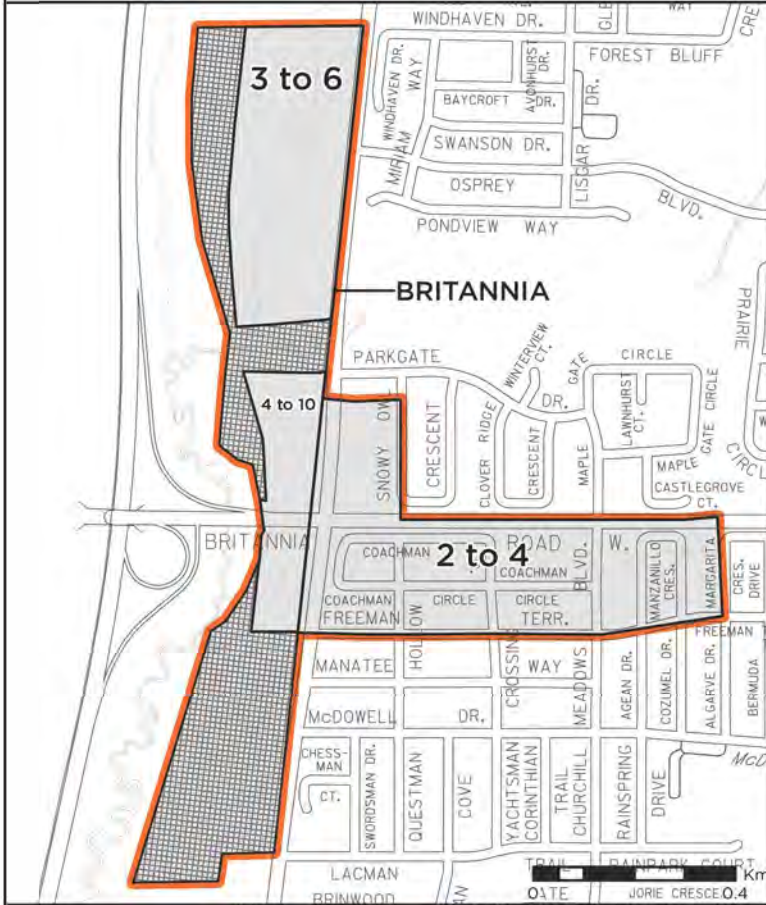


- | | | | |
|-------------------------------|----------------------------|-----------------------------------|---------------------------------------|
| PMTSA Boundary (Height Map) | Residential High Density | Public Open Space | City Structure - Special Purpose Area |
| PMTSA Boundary (Land Use Map) | Industrial | Parkway Belt West | City Structure - Employment Area |
| Min # to Max # (In Storeys) | Residential Low Density I | Utility | City Structure - Community Node |
| Height Not Applicable | Residential Low Density II | City Structure - Downtown | |
| Business Employment | Residential Medium Density | City Structure - Major Node | |
| Greenlands | Mixed Use | City Structure - Corporate Centre | |

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA) SCHEDULE 11d (407 TRANSITWAY- DERRY & BRITANNIA) 5.4

BUILDING HEIGHT SCHEDULE

LAND USE SCHEDULE



PMTSA Boundary (Height Map)	Height Not Applicable	Residential Low Density II	Motor Vehicle Commercial
PMTSA Boundary (Land Use Map)	Convenience Commercial	Residential Medium Density	Parkway Belt West
Min # to Max # (In Storeys)	Greenlands	Mixed Use	

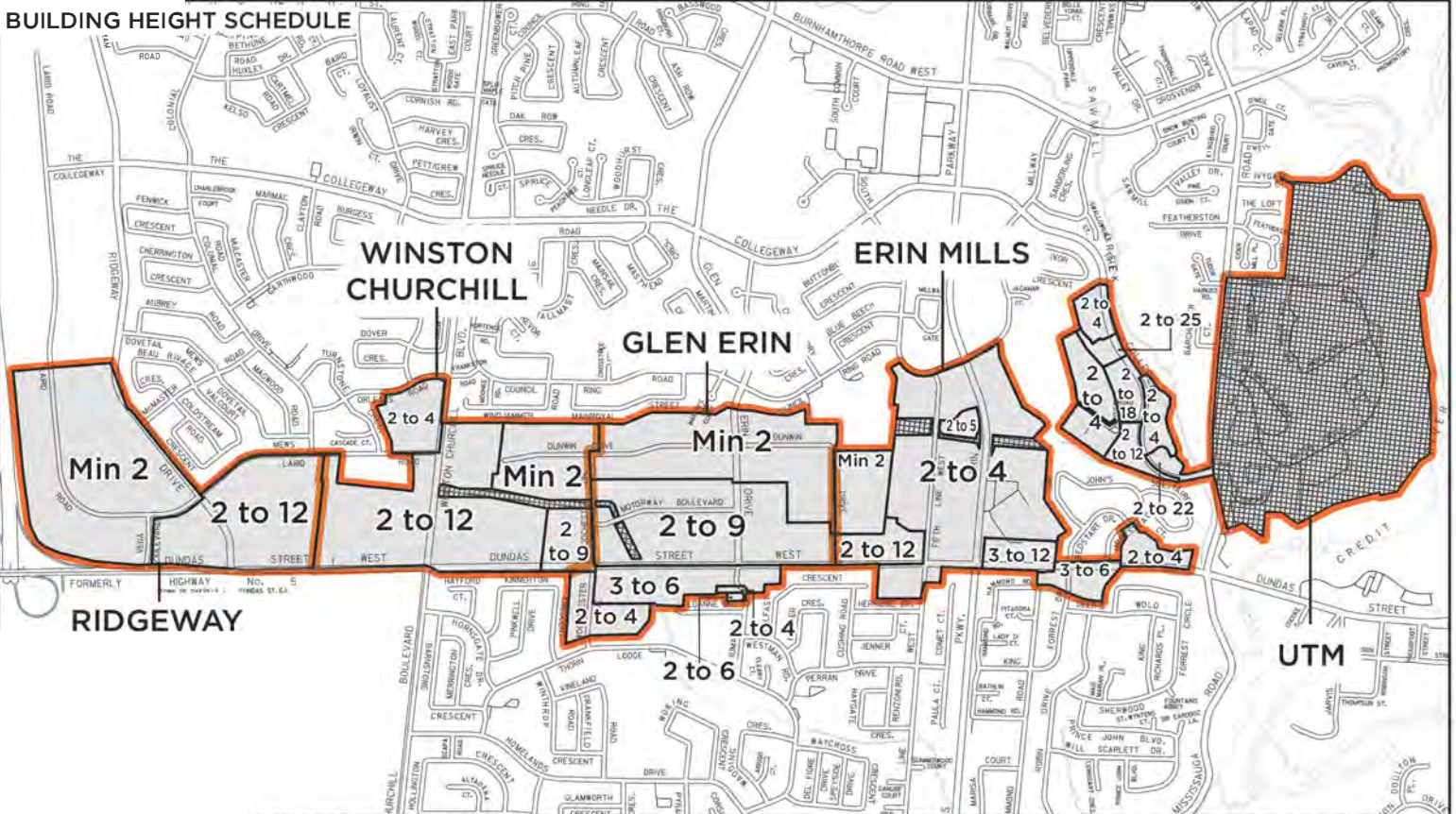
PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11e

5.4

(DUNDAS BRT- RIDGEWAY, WINSTON CHURCHILL, GLEN ERIN, ERIN MILLS, UTM)

BUILDING HEIGHT SCHEDULE



LAND USE SCHEDULE



Km

1

- PMTSA Boundary (Height Map)
- PMTSA Boundary (Land Use Map)
- Min # to Max # (In Storeys)
- Height Not Applicable
- Business Employment
- Greenlands
- Residential High Density
- Institutional
- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Mixed Use
- Mixed Use Limited
- Motor Vehicle Commercial
- Public Open Space
- City Structure - Special Purpose Area
- City Structure - Employment Area
- City Structure - Community Node

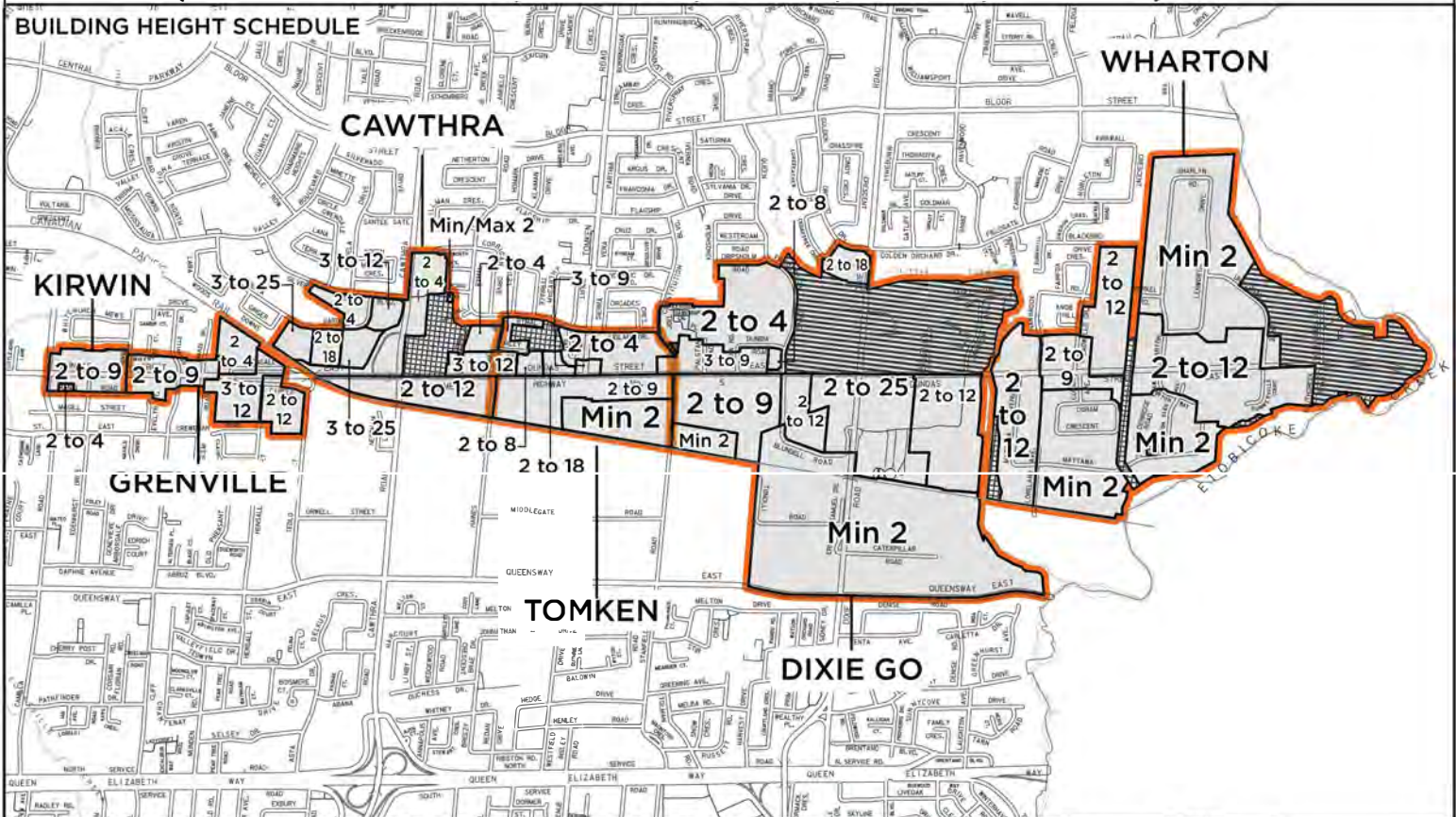
PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11g

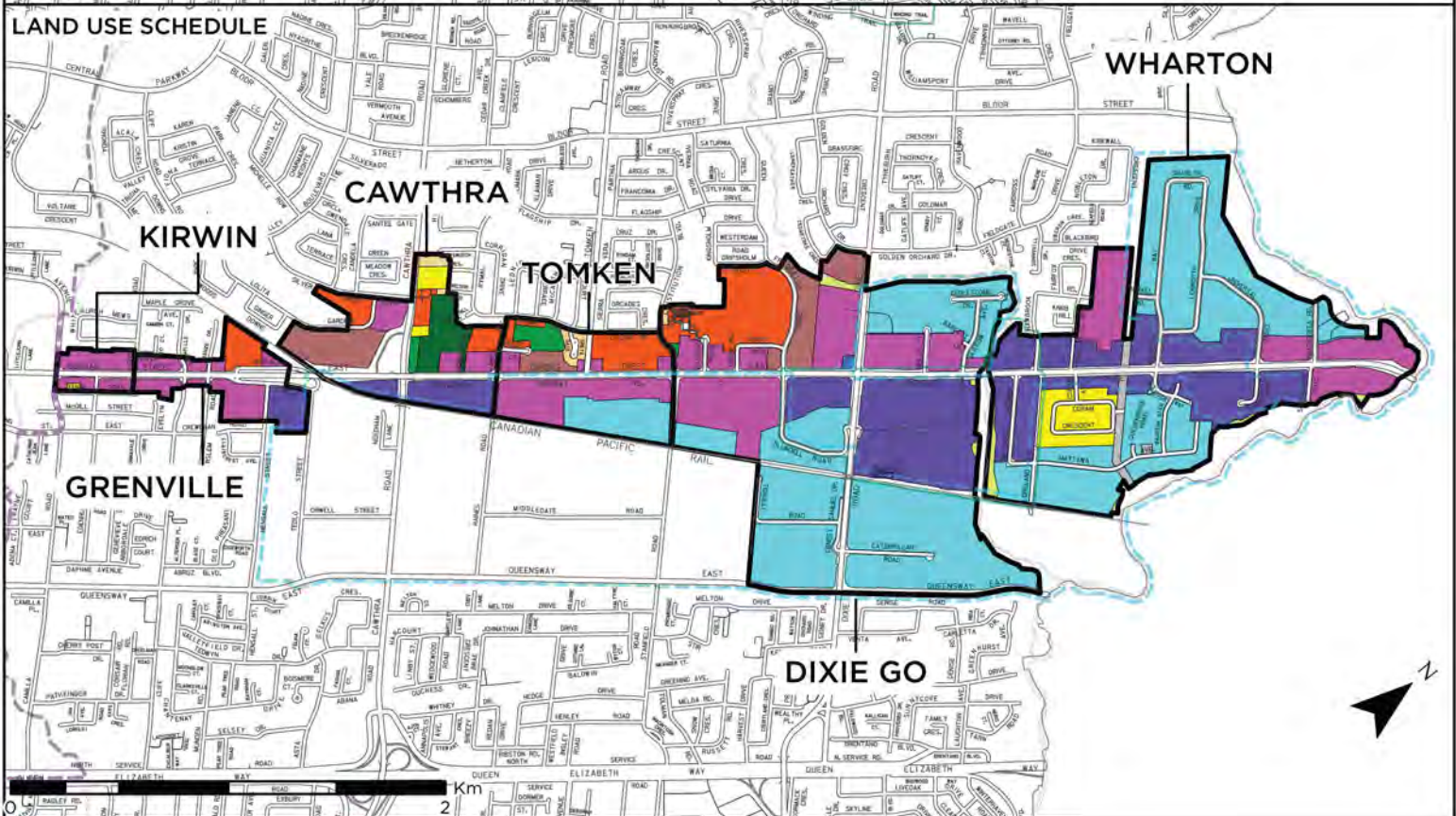
5.4

(DUNDAS BRT - KIRWIN GRENVILLE TOMKEN DIXIE GO WHARTON)

BUILDING HEIGHT SCHEDULE



LAND USE SCHEDULE



- | | | | |
|--------------------------------|----------------------------|----------------------------|----------------------------------|
| PMTSA Boundary (Height Map) | Business Employment | Residential Medium Density | Private Open Space |
| PMTSA Boundary (Land Use Map) | Greenlands | Mixed Use | Utility |
| Min # to Max # (In Storeys) | Residential High Density | Mixed Use Limited | City Structure - Downtown |
| Height Not Applicable | Residential Low Density I | Motor Vehicle Commercial | City Structure - Employment Area |
| Subject to Special Policy Area | Residential Low Density II | Public Open Space | City Structure - Community Node |

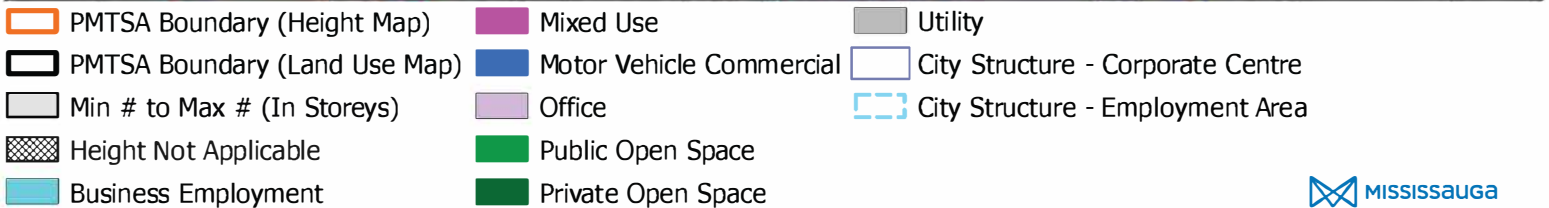
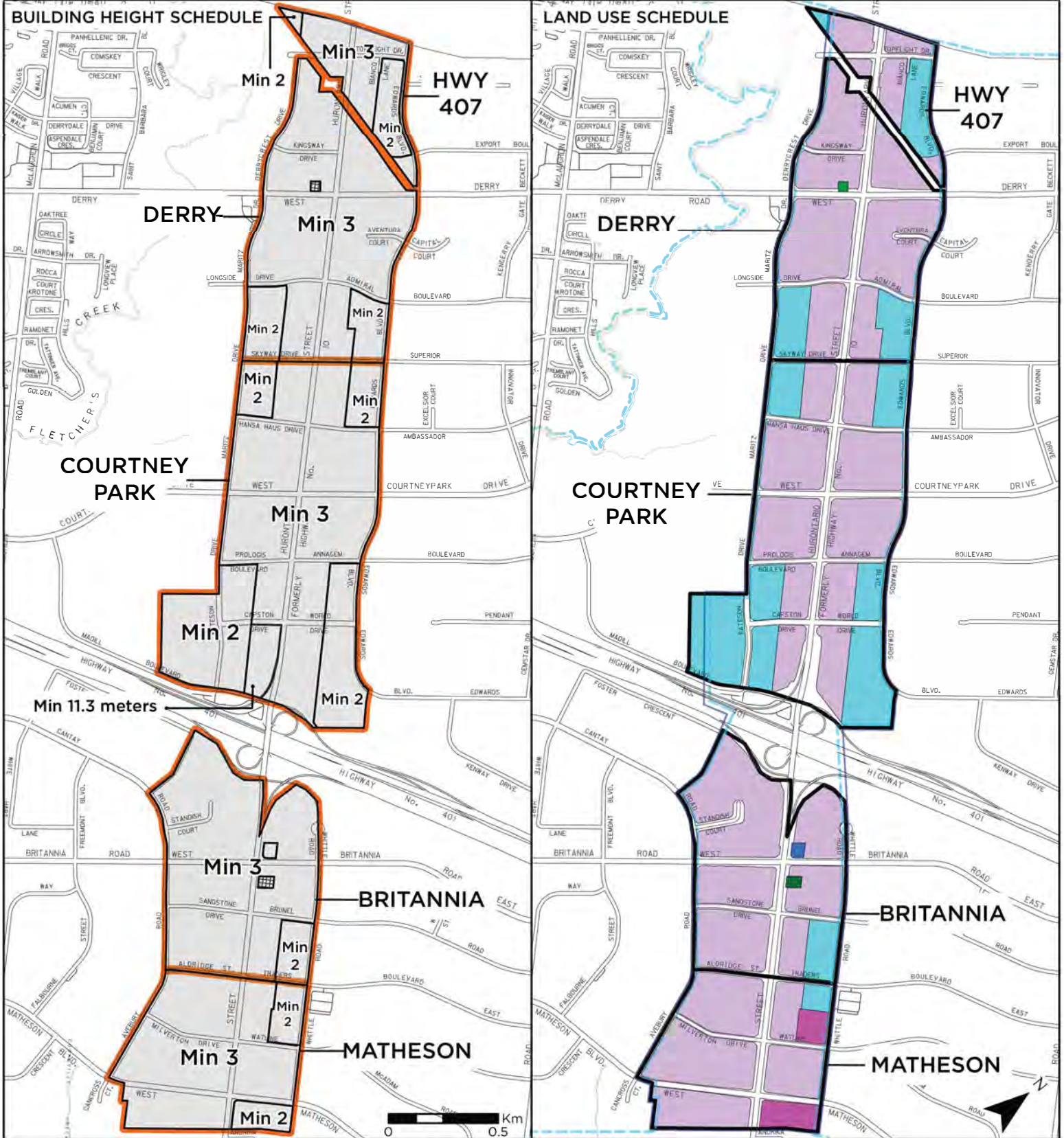


PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11h

5.4

(HURONTARIO LRT - HWY 407, DERRY, COURTNEY PARK, BRITANNIA, MATHESON)



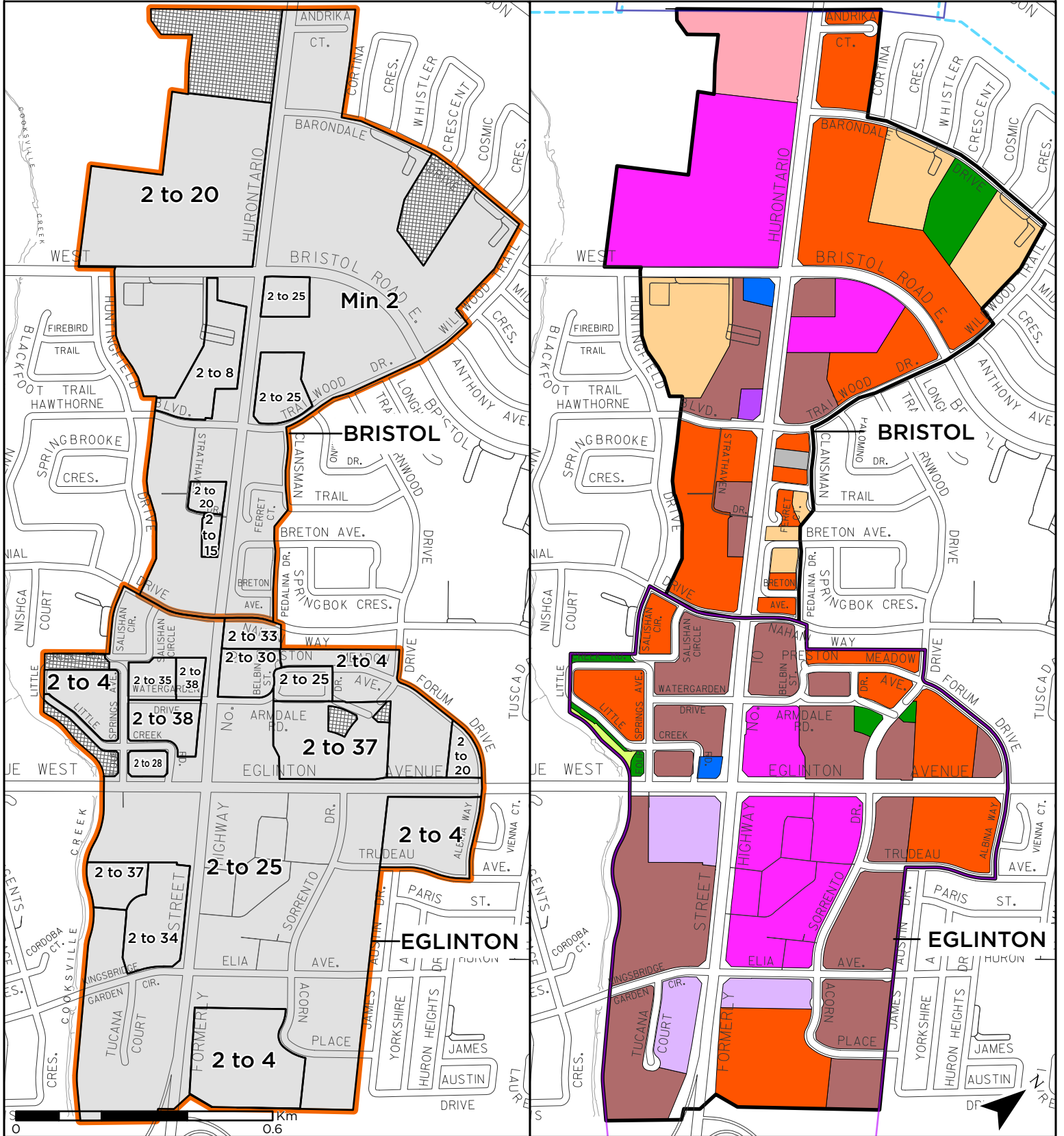
PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11i (HURONTARIO BRT - BRISTOL, EGLINTON)

5.4

BUILDING HEIGHT SCHEDULE

LAND USE SCHEDULE

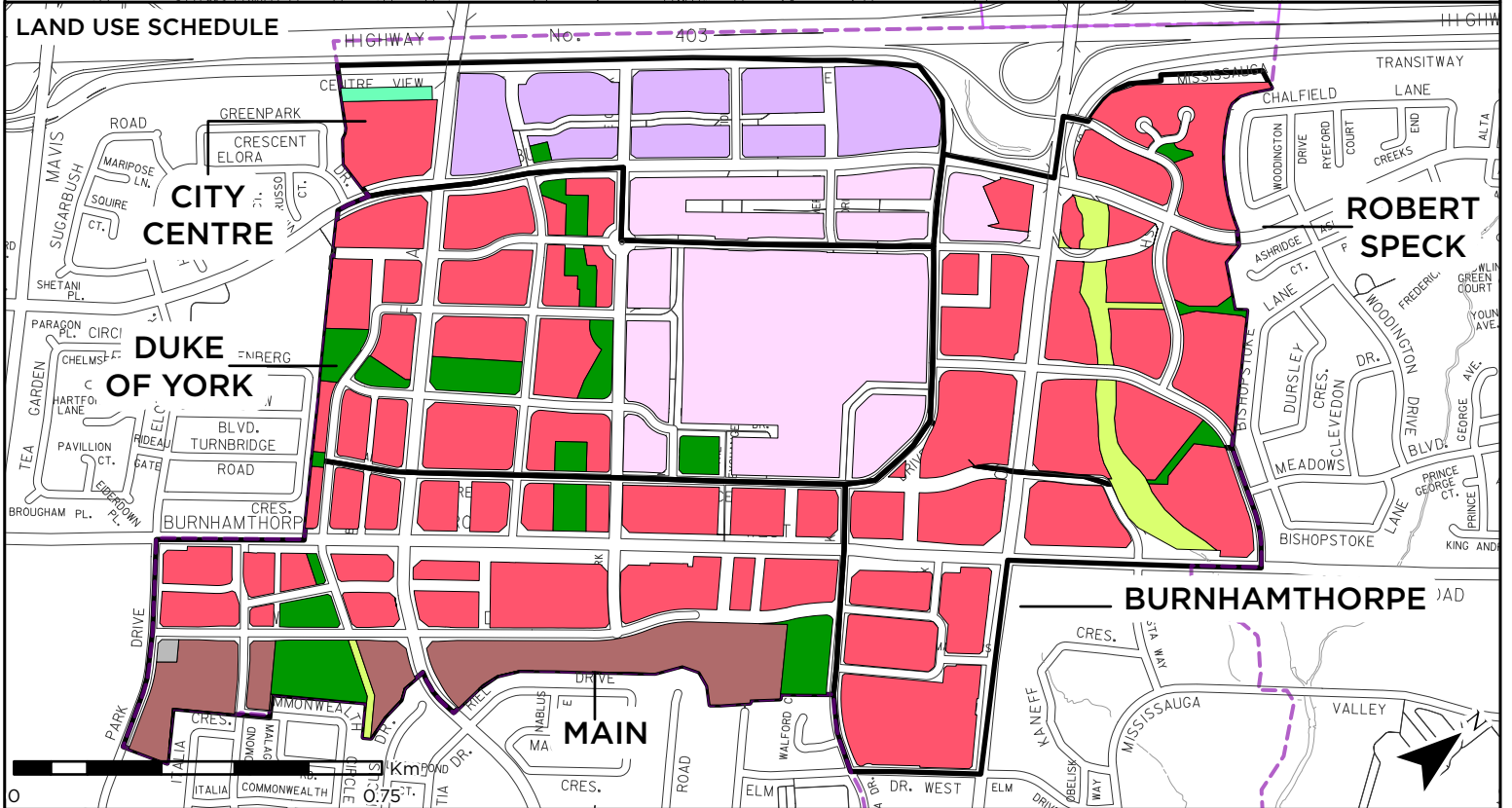
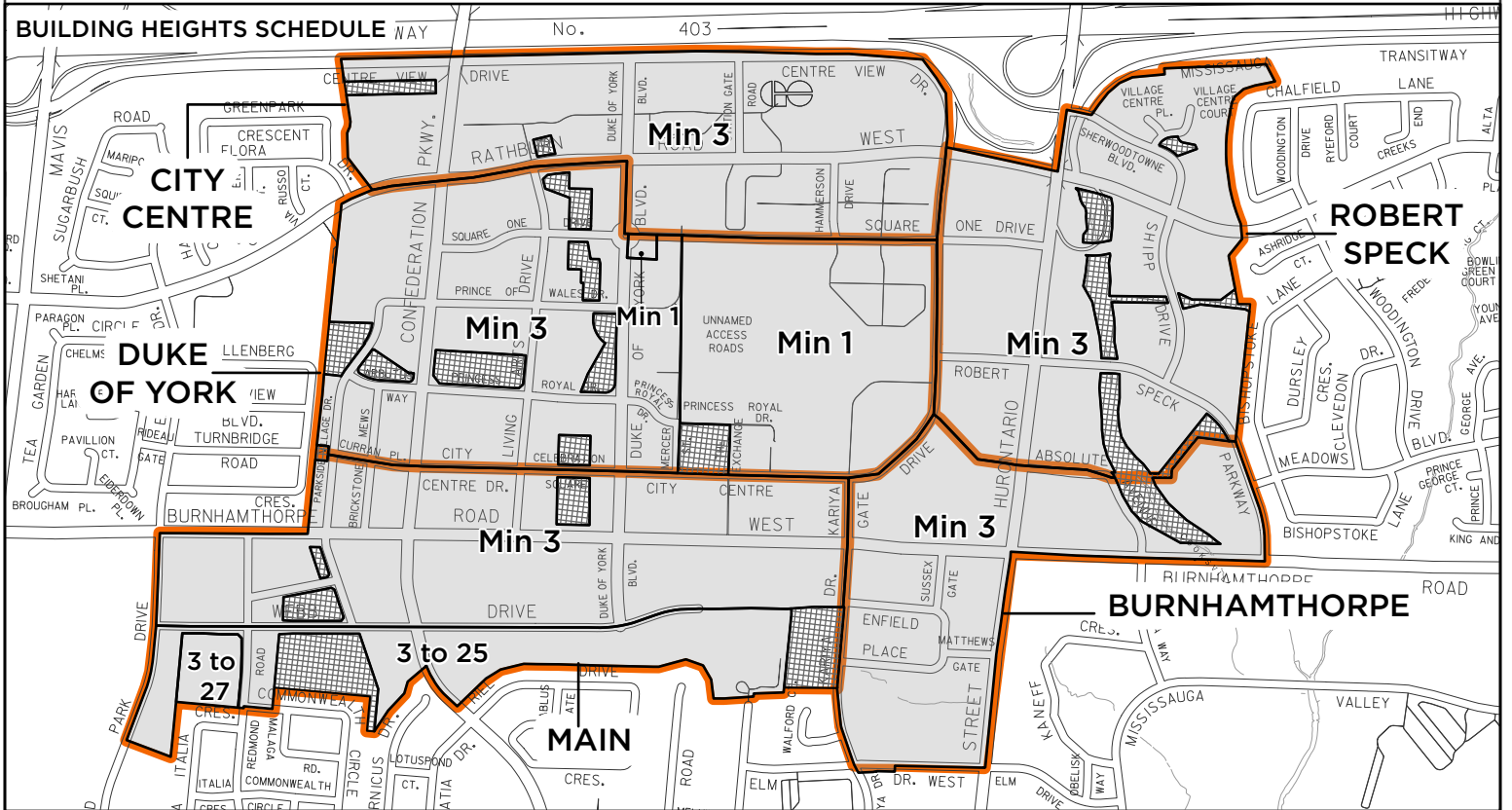


- | | | |
|-------------------------------|----------------------------|-----------------------------------|
| PMTSA Boundary (Height Map) | Residential High Density | Office |
| PMTSA Boundary (Land Use Map) | Institutional | Public Open Space |
| Min # to Max # (In Storeys) | Residential Low Density II | Utility |
| Height Not Applicable | Residential Medium Density | City Structure - Major Node |
| Convenience Commercial | Mixed Use | City Structure - Corporate Centre |
| Greenlands | Motor Vehicle Commercial | City Structure - Employment Area |

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

5.4

SCHEDULE 11j (HURONTARIO LRT - DOWNTOWN)

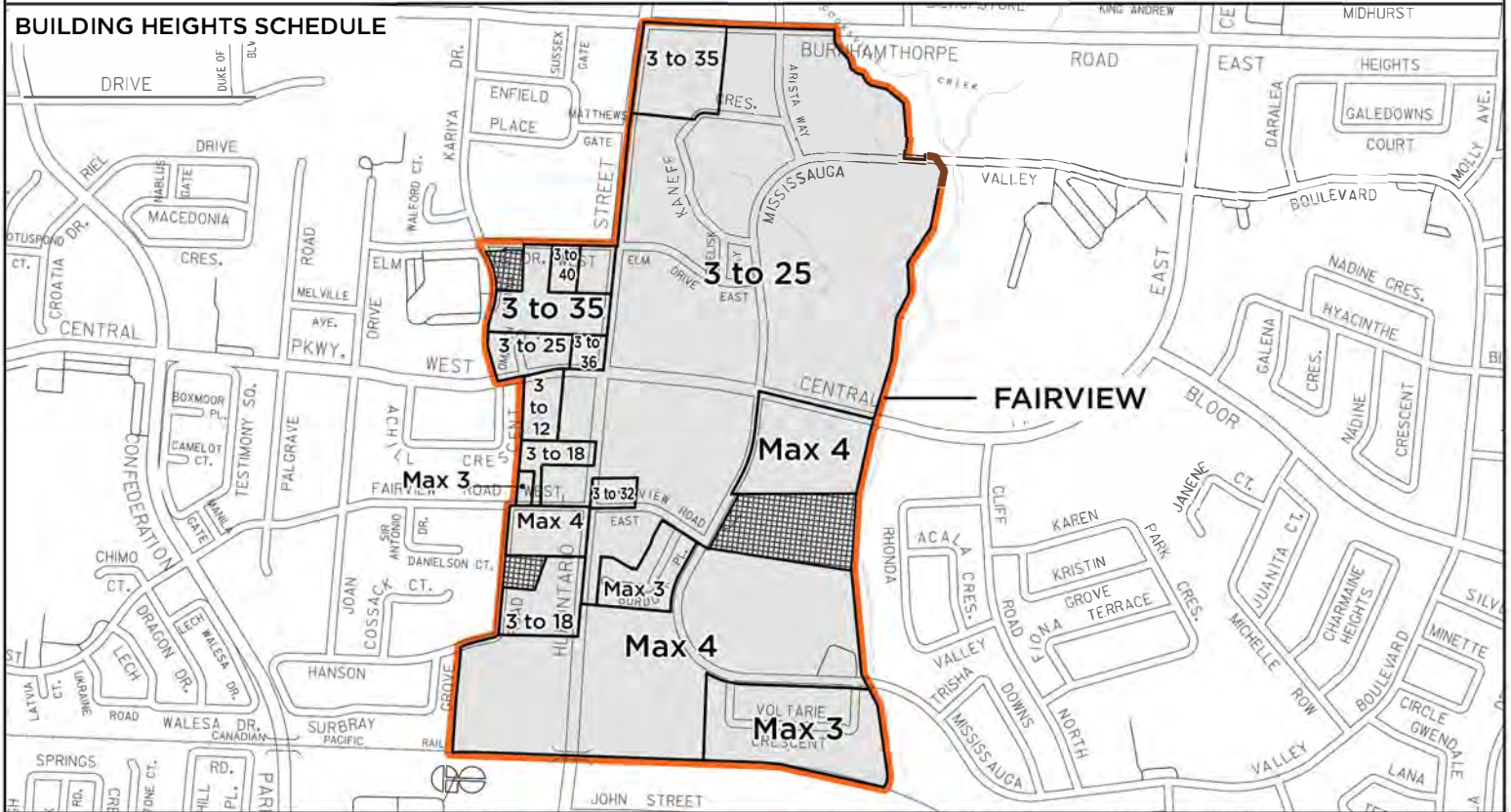


PMTSA Boundary (Height Map)	Downtown Mixed Use	Public Open Space
PMTSA Boundary (Land Use Map)	Greenlands	Parkway Belt West
Min # to Max # (In Storeys)	Residential High Density	Utility
Height Not Applicable	Residential Low Density II	City Structure - Downtown
Downtown Core Mixed Use	Office	City Structure - Major Node

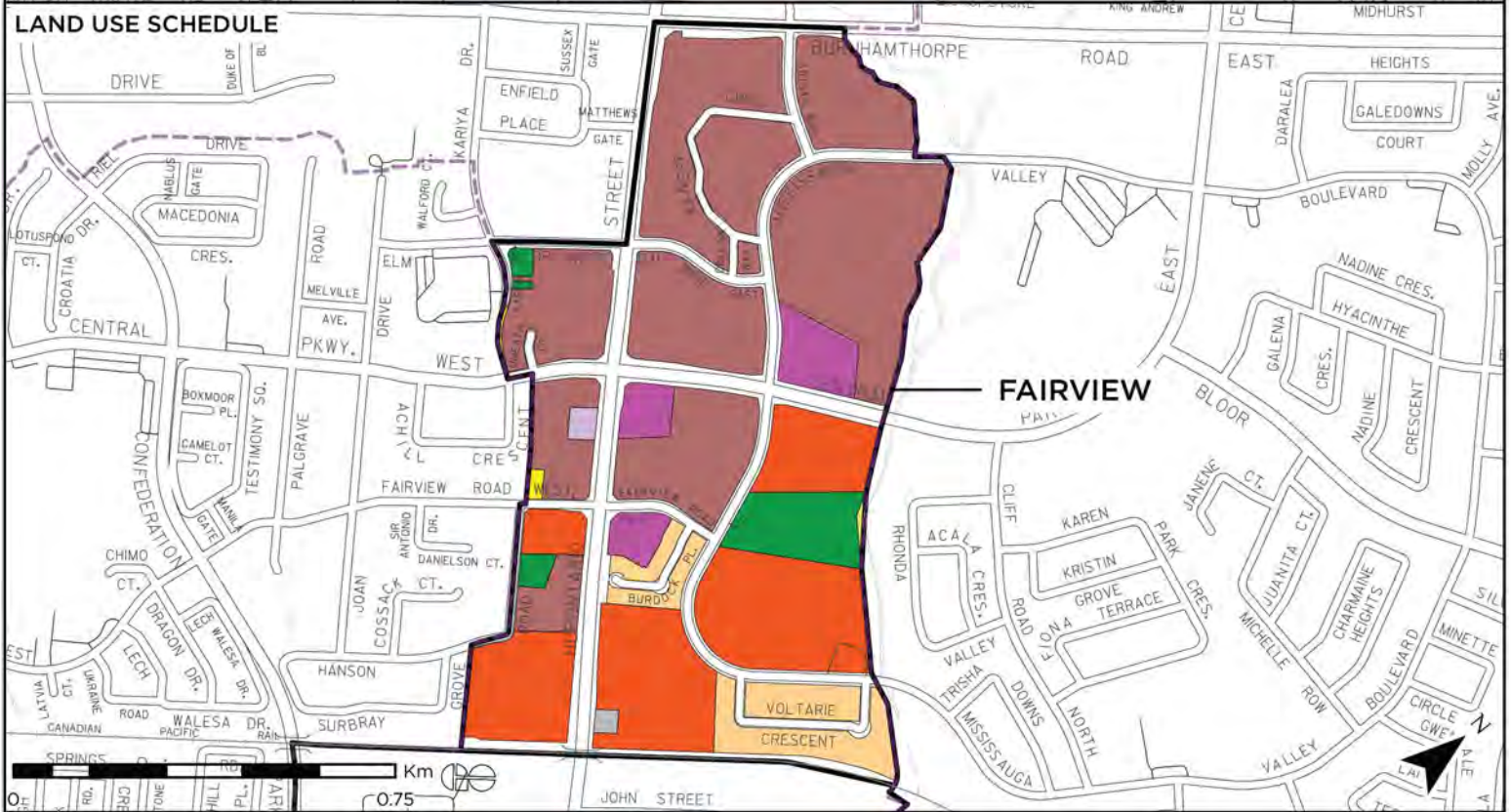
PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11k (HURONTARIO LRT - FAIRVIEW)

BUILDING HEIGHTS SCHEDULE



LAND USE SCHEDULE

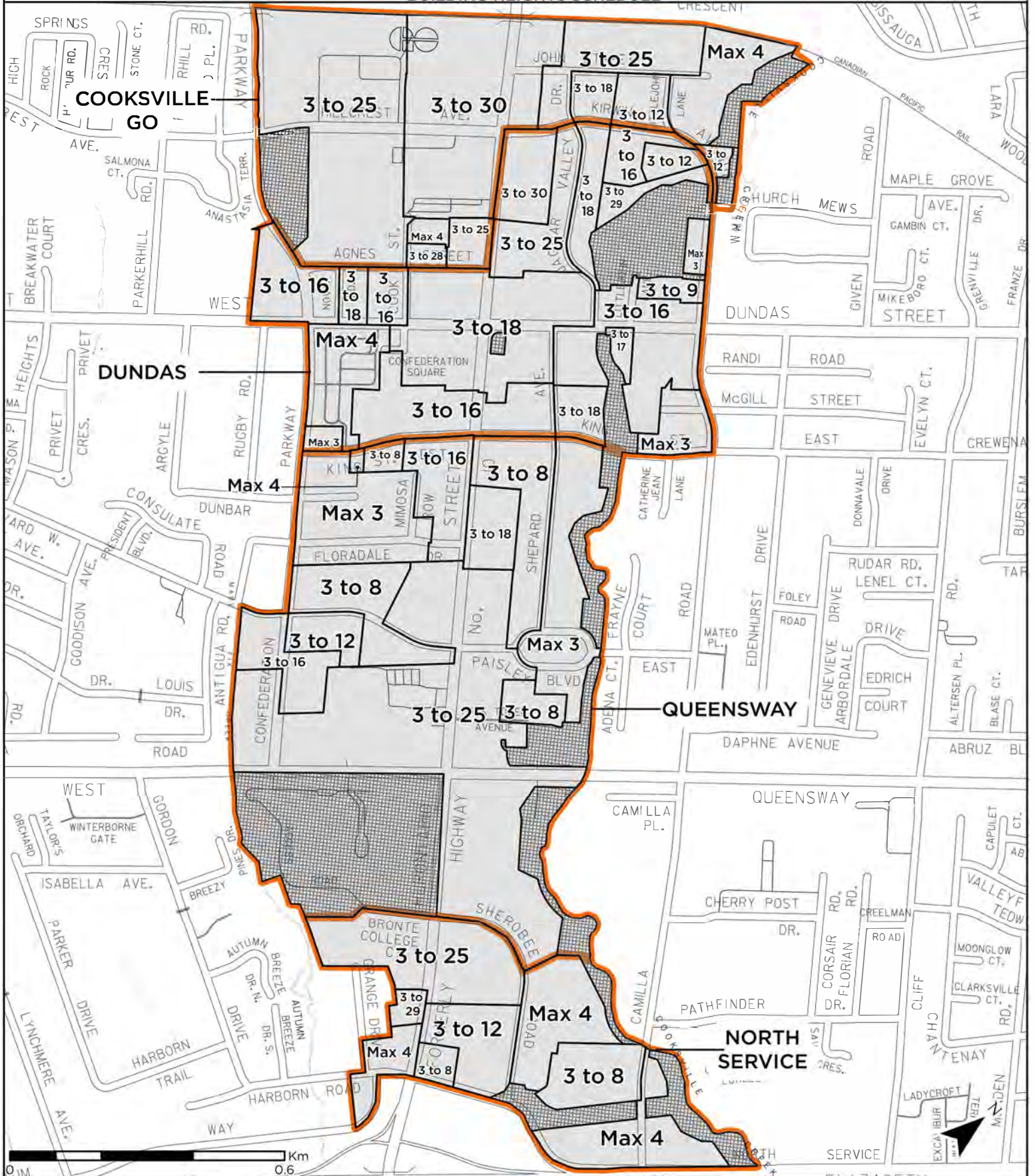


- PMTSA Boundary (Height Map)
- PMTSA Boundary (Land Use Map)
- Min # to Max # (In Storeys)
- Height Not Applicable
- Greenlands
- Residential High Density
- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Mixed Use
- Utility
- Office
- Public Open Space
- City Structure - Downtown

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 111 (HURONTARIO LRT - COOKSVILLE GO , DUNDAS, QUEENSWAY, NORTH SERVICE)

BUILDING HEIGHTS SCHEDULE



PMTSA Boundary (Height Map)

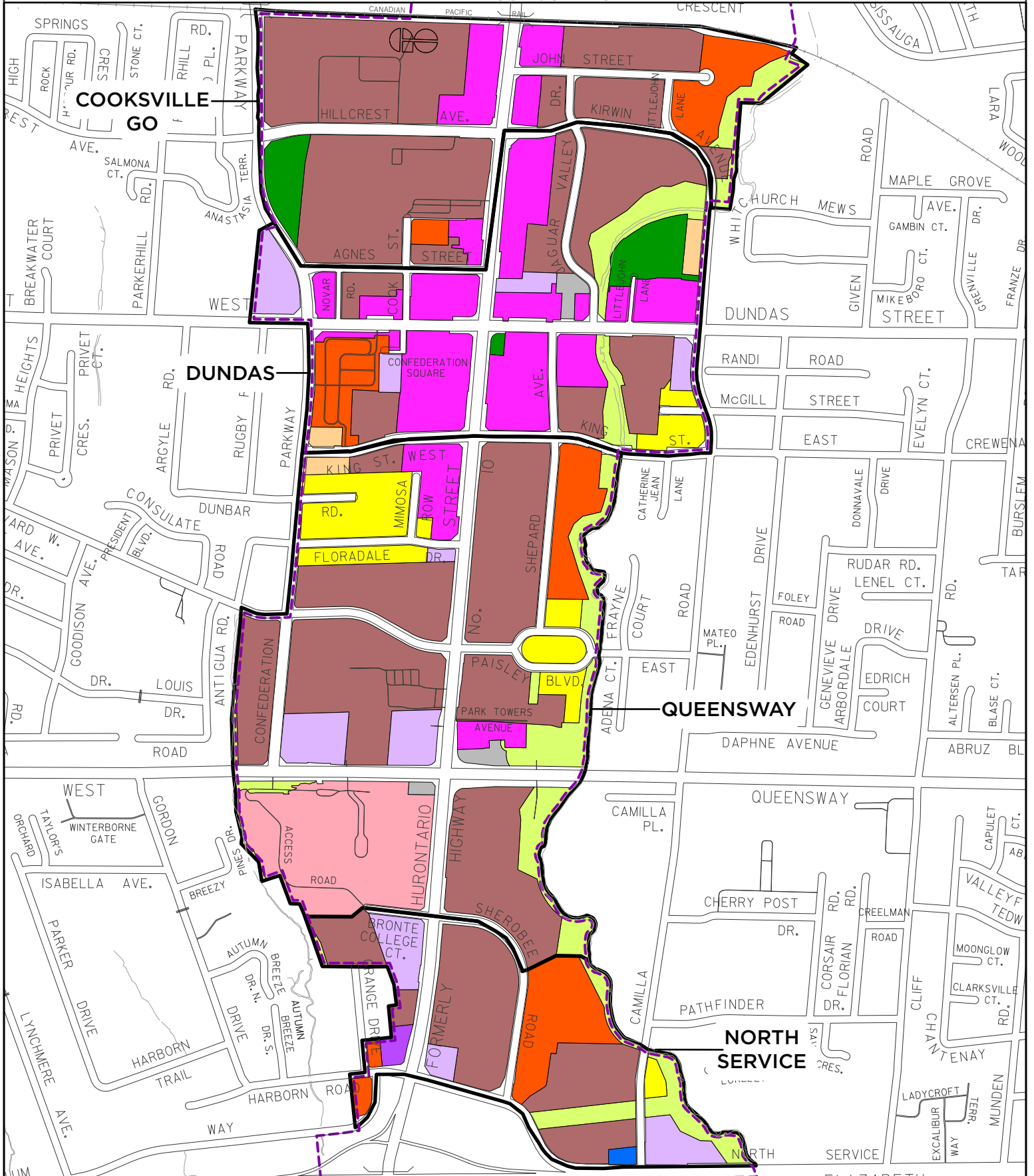
Min # to Max # (In Storeys)

Height Not Applicable

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11m (HURONTARIO LRT - COOKVILLE GO, DUNDAS, QUEENSWAY, NORTH SERVICE)

LAND USE SCHEDULE



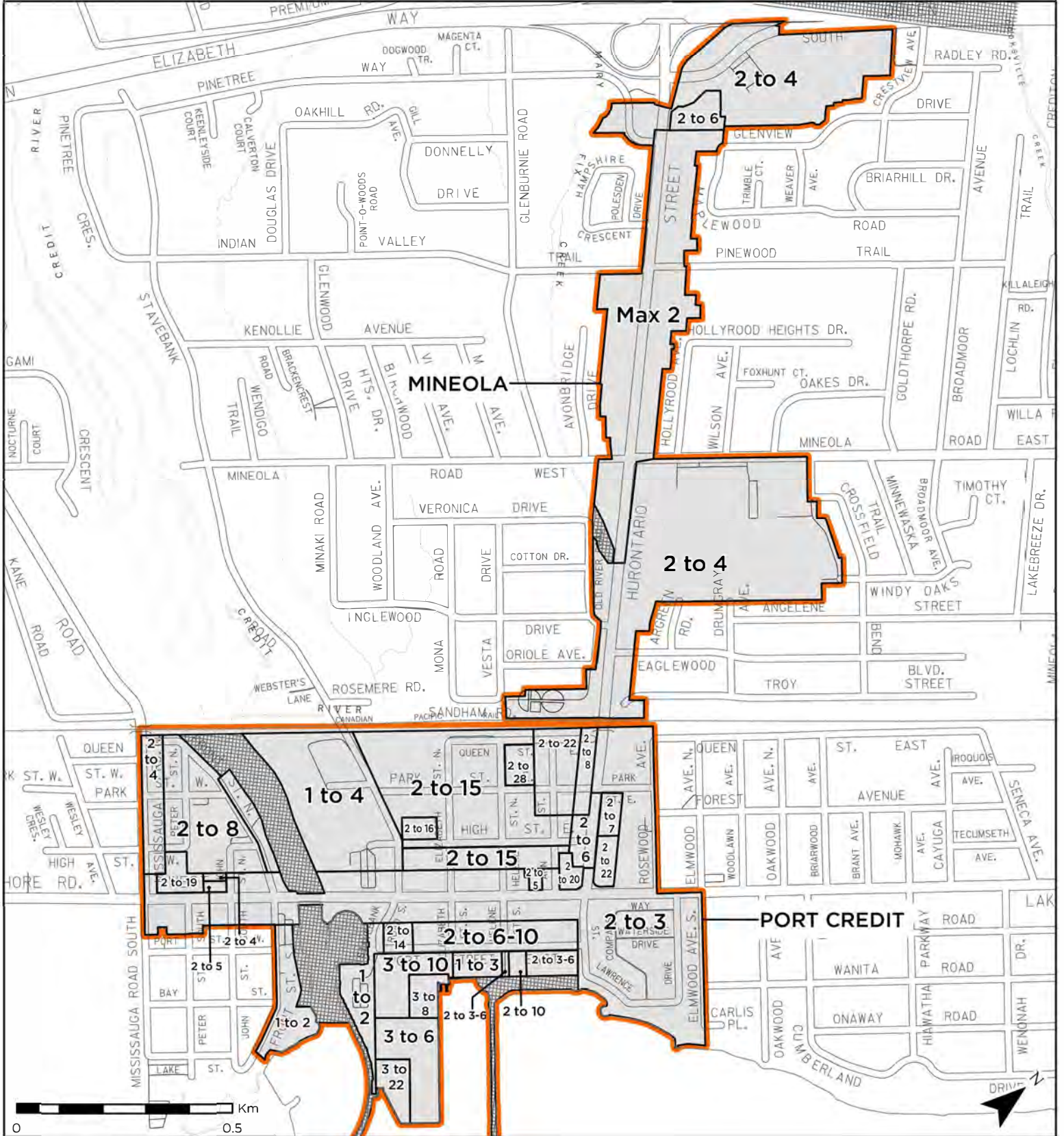
- | | | |
|-------------------------------|----------------------------|---------------------------|
| PMTSA Boundary (Land Use Map) | Residential Low Density I | Office |
| Convenience Commercial | Residential Low Density II | Public Open Space |
| Greenlands | Residential Medium Density | Utility |
| Residential High Density | Mixed Use | City Structure - Downtown |
| Institutional | Motor Vehicle Commercial | |

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11n (HURONTARIO LRT - MINEOLA, PORT CREDIT)

5.4

BUILDING HEIGHT SCHEDULE



PMTSA Boundary (Height Map)

Min # to Max # (In Storeys)

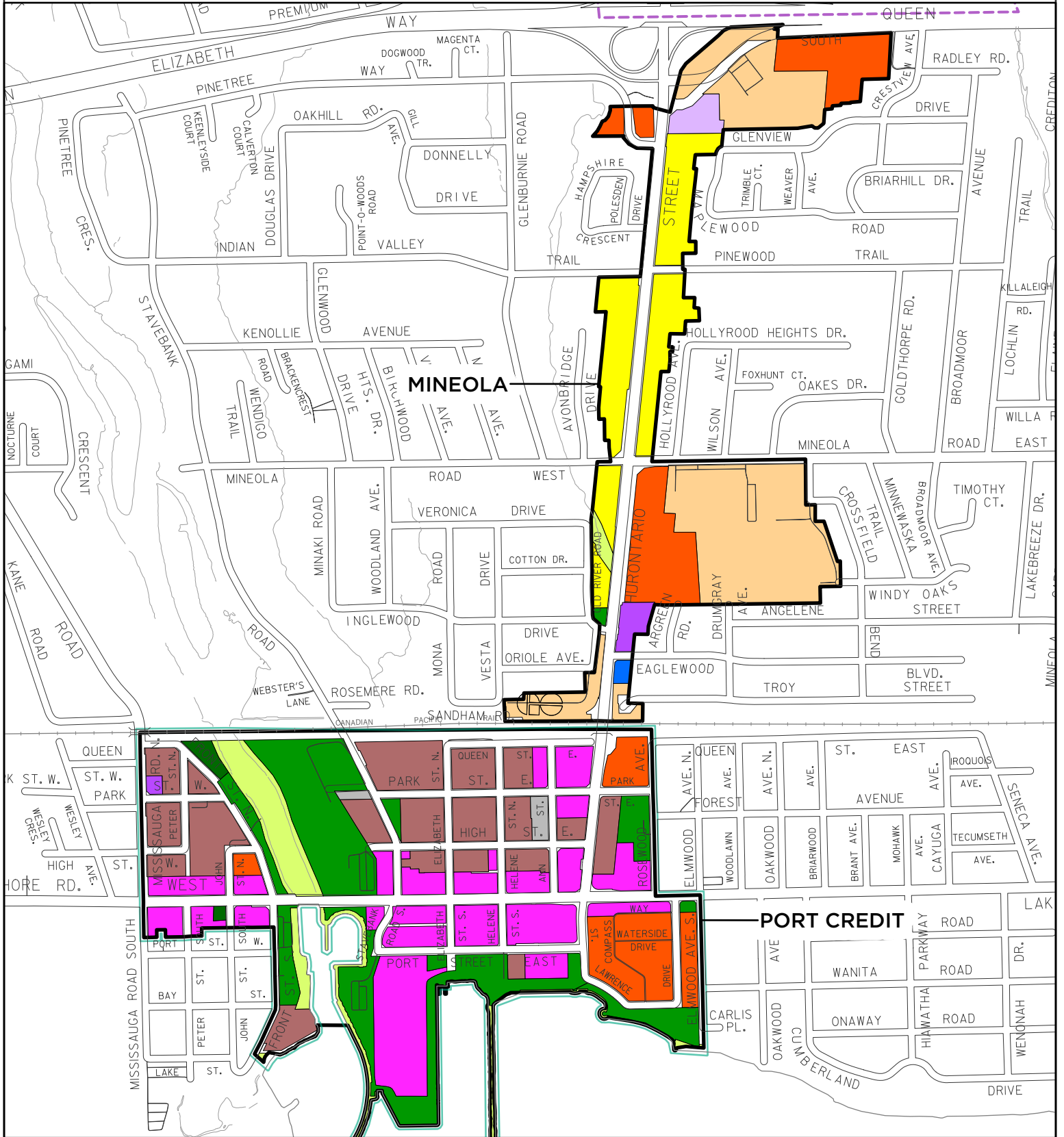
Height Not Applicable

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11o (HURONTARIO LRT - MINEOLA, PORT CREDIT)

5.4

LAND USE SCHEDULE

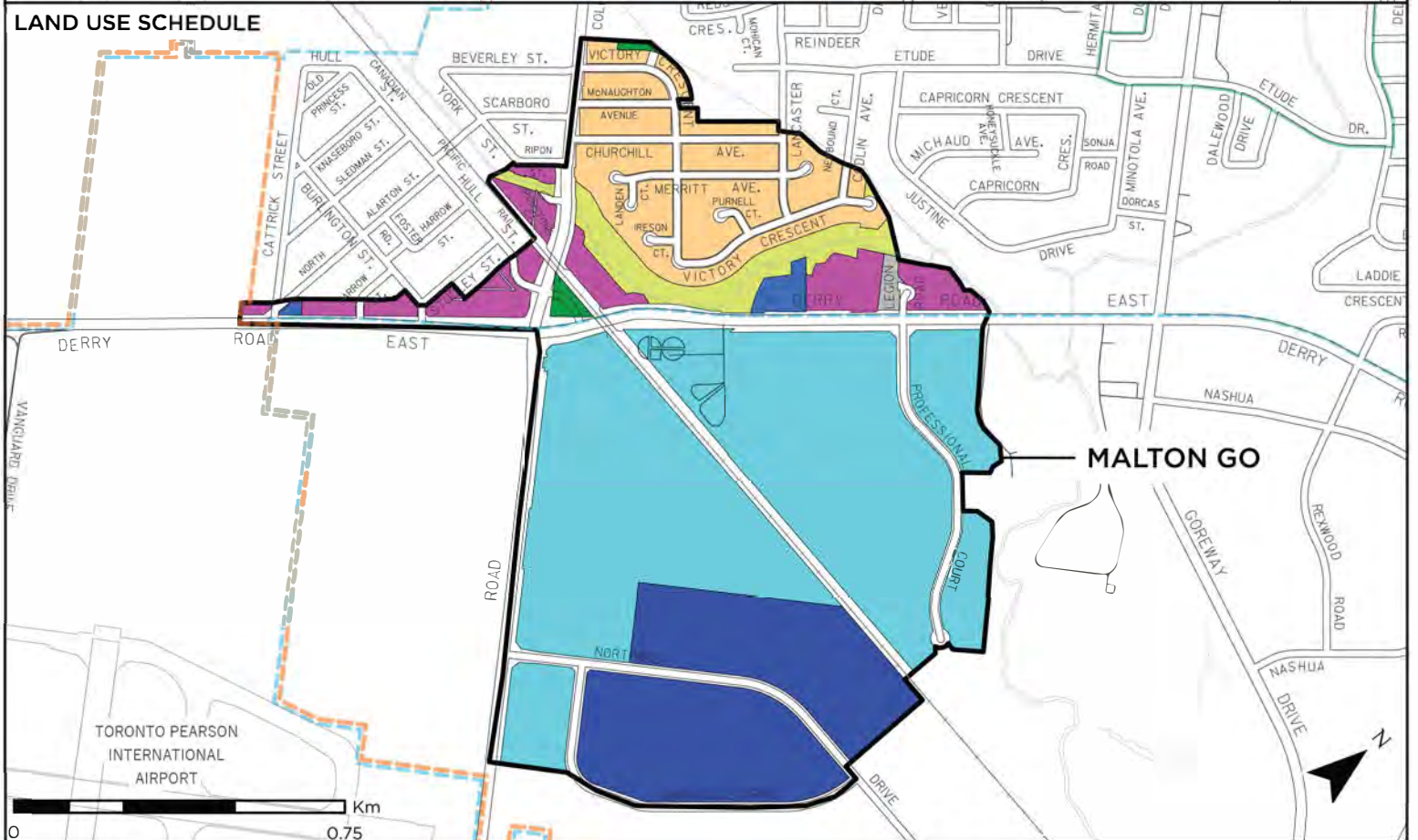
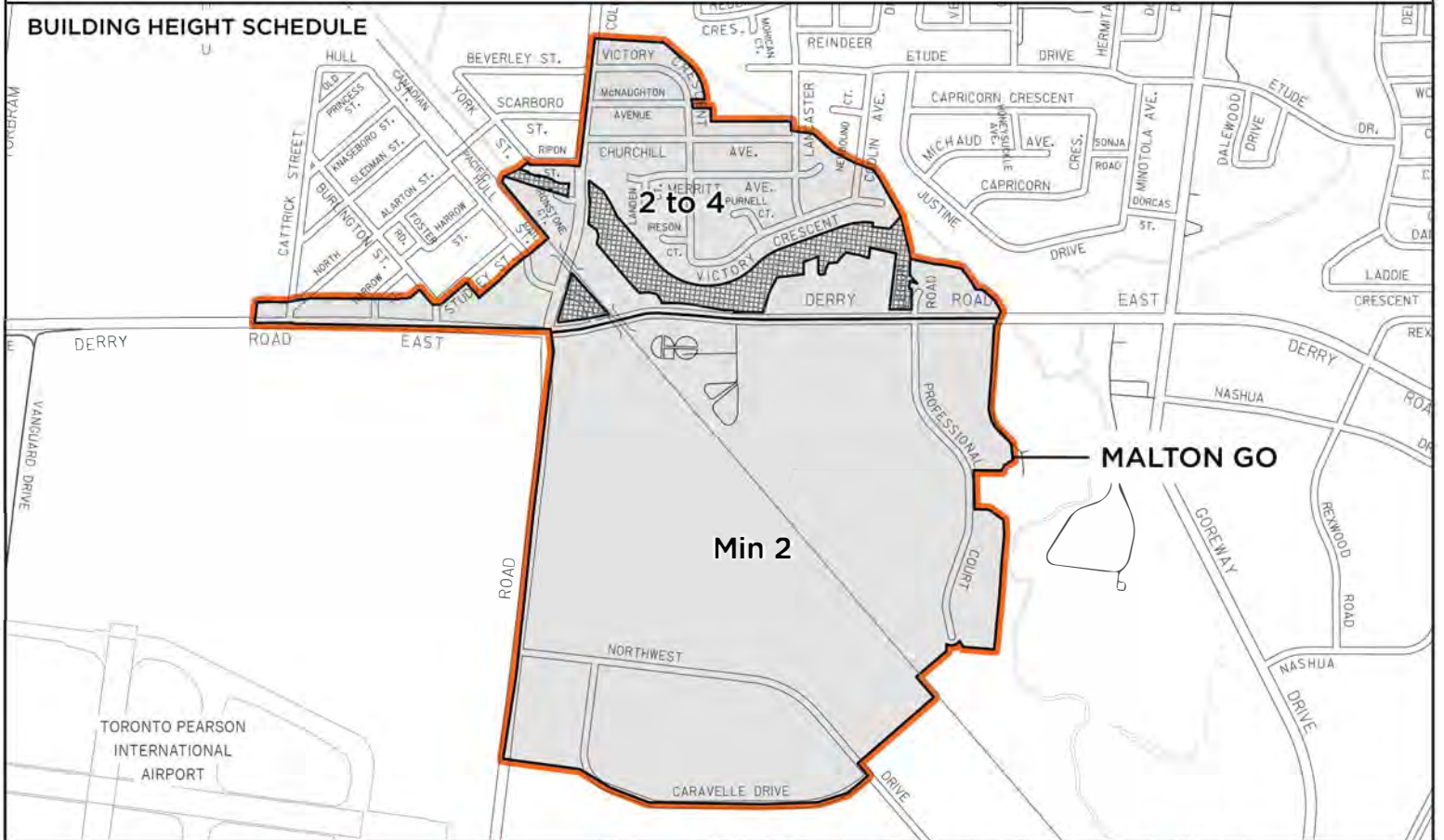


- PMTSA Boundary (Land Use Map)
- Residential Low Density II
- Public Open Space
- Convenience Commercial
- Residential Medium Density
- Private Open Space
- Greenlands
- Mixed Use
- Utility
- Residential High Density
- Motor Vehicle Commercial
- City Structure - Downtown
- Residential Low Density I
- Office
- City Structure - Community Node

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11p (KITCHENER GO - MALTON)

5.4



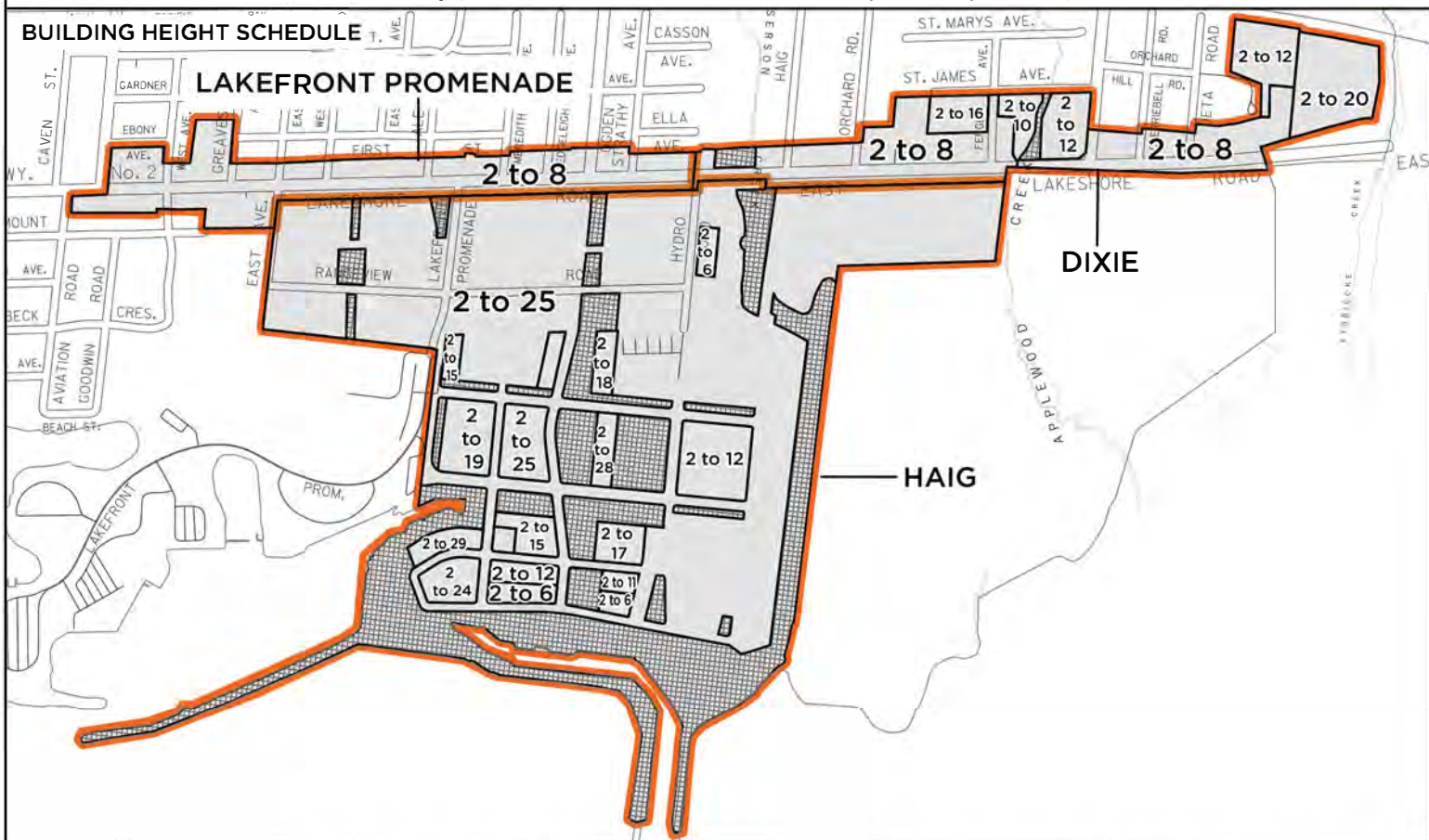
- PMTSA Boundary (Height Map)
- PMTSA Boundary (Land Use Map)
- Min # to Max # (In Storeys)
- Height Not Applicable
- Business Employment
- Greenlands
- Industrial
- Residential Low Density II
- Mixed Use
- Motor Vehicle Commercial
- Public Open Space
- Utility
- City Structure - Special Purpose Area
- City Structure - Employment Area
- City Structure - Community Node

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

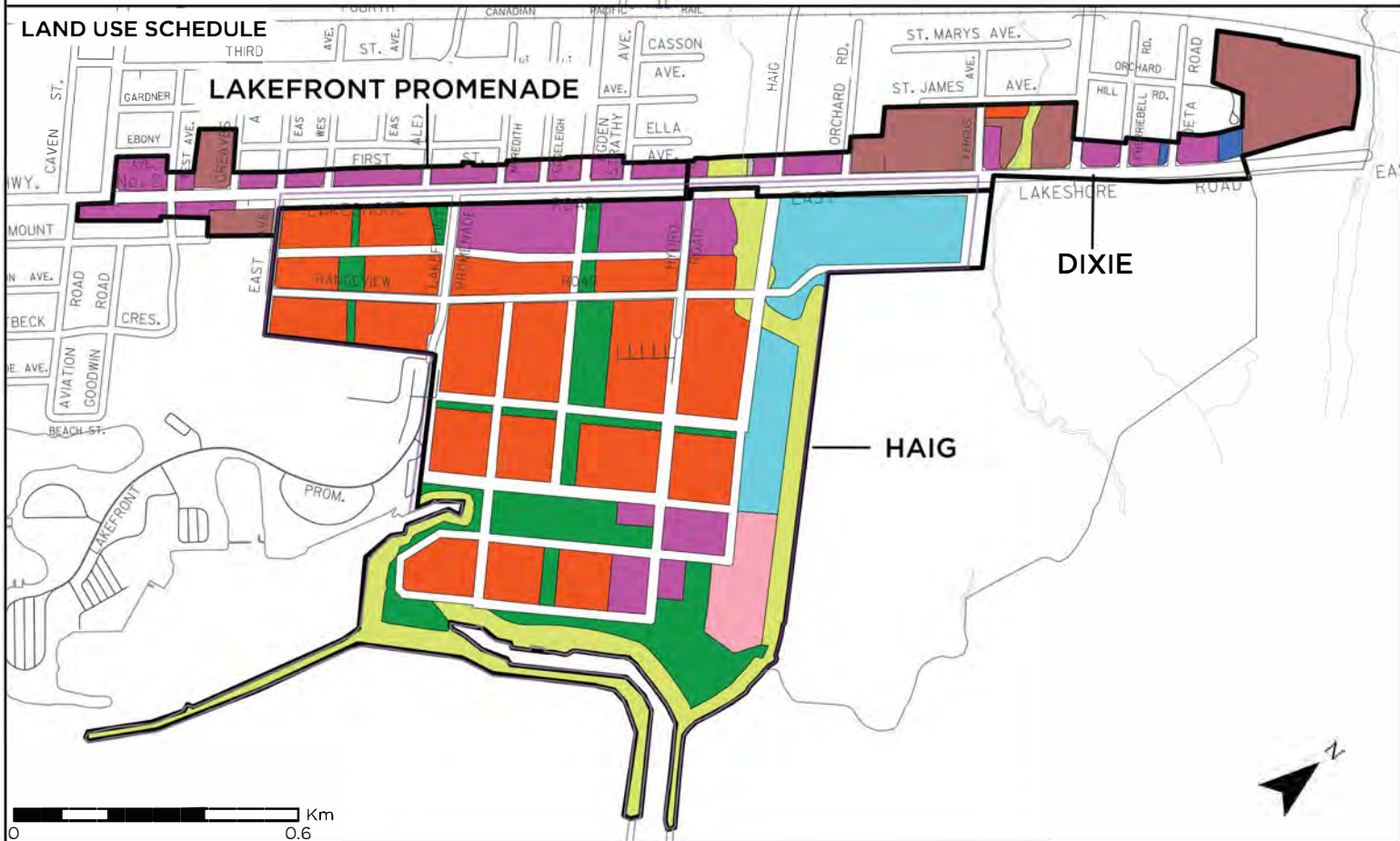
SCHEDULE 11q (LAKEFRONT PROMENADE, DIXIE, HAIG)

5.4

BUILDING HEIGHT SCHEDULE



LAND USE SCHEDULE



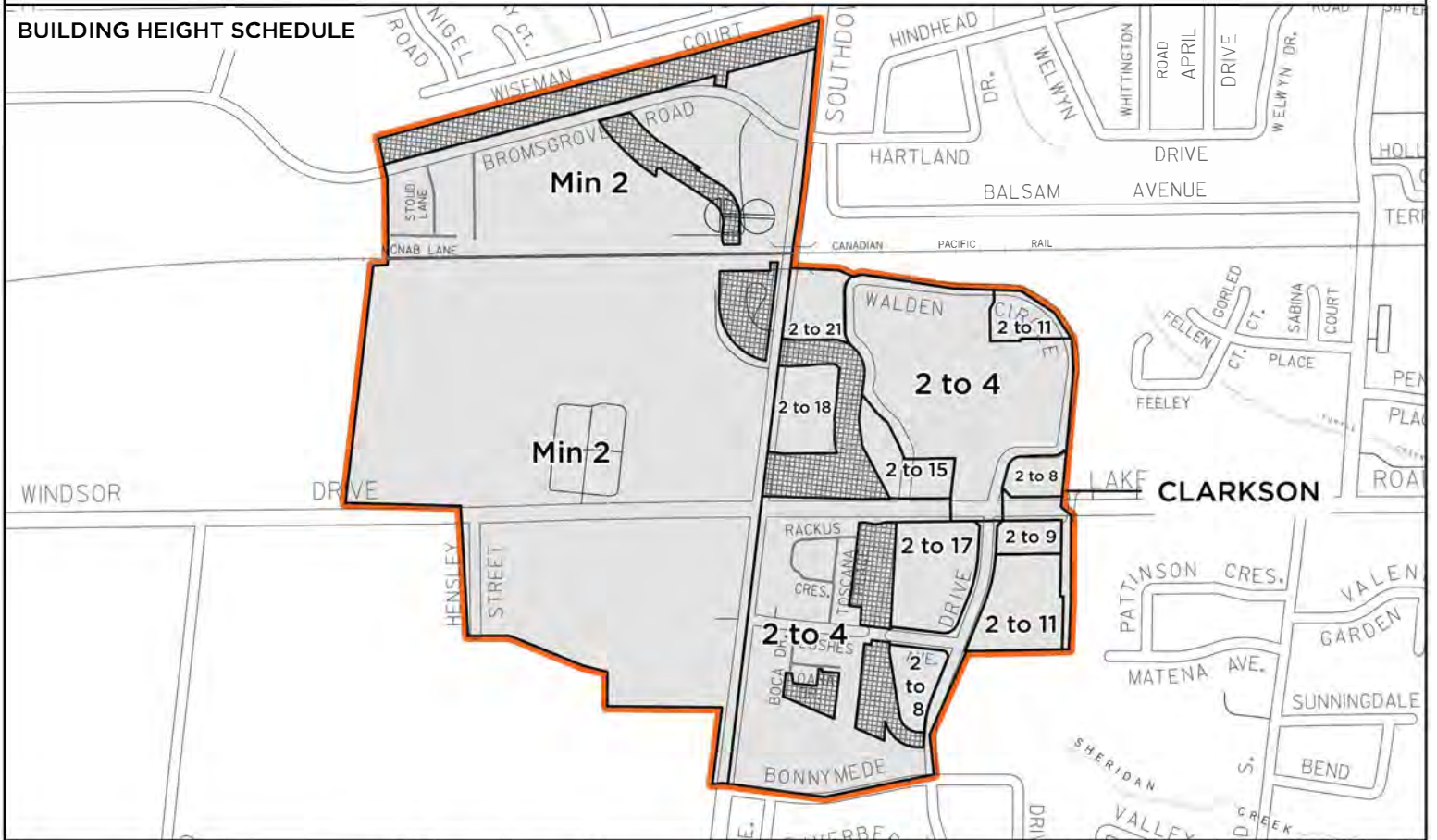
- PMTSA Boundary (Height Map)
- PMTSA Boundary (Land Use Map)
- Min # to Max # (In Storeys)
- Height Not Applicable
- Business Employment
- Greenlands
- Residential High Density
- Residential Low Density II
- Residential Medium Density
- Mixed Use
- Public Open Space
- Utility
- City Structure - Major Node

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11r (CLARKSON. GO)

5.4

BUILDING HEIGHT SCHEDULE



LAND USE SCHEDULE



- PMTSA Boundary (Height Map)
- PMTSA Boundary (Land Use Map)
- Min # to Max # (In Storeys)
- Height Not Applicable
- Business Employment
- Convenience Commercial
- Greenlands
- Residential High Density
- Residential Low Density II
- Residential Medium Density
- Mixed Use
- Motor Vehicle Commercial
- Public Open Space
- Utility
- City Structure - Employment Area
- City Structure - Community Node

Appendix 6

Planning Rationale for Proposed Amendments to Mississauga Official Plan (MOP)

Section	Change	OPA No.	Proposed Revisions, Deletions or Additions to MOP	Planning Rationale
<p>1.1.4 How to Read Mississauga Official Plan</p>	<p>Added</p>	<p>143</p>	<p>qq. For areas within Protected Major Transit Station Areas as shown in Schedule 2: Intensification Areas, of this Plan:</p> <ul style="list-style-type: none"> ● Part 2 City Wide Policies of this Plan are applicable to all Major Transit Station Areas; ● Other Protected Major Transit Station Area policies, in accordance with the <i>Planning Act</i>, are identified by a text box in this Plan; ● The Major Transit Station Area policies are to be read in conjunction with the other policies of this Plan. In the event of a conflict, the Major Transit Station Area policies and those identified as being Protected Major Transit Station Area policies elsewhere in the Plan will take precedence; and ● Land use designations and building heights for Protected Major Transit Station Areas are identified on the schedules of this Plan. 	<p>Wording has been added in this section of the Plan to clarify that Major Transit Station Area (MTSA) policies are to be read in conjunction with all other policies of the Mississauga Official Plan. It also notes that Protected Major Transit Station Area (PMTSA) related policies may also exist in other Sections of the Plan and will be identified by a text box. These policies are protected from appeal in accordance with Subsection 17(36.1.4) of the <i>Planning Act</i>.</p>

Section	Change	OPA No.	Proposed Revisions, Deletions or Additions to MOP	Planning Rationale																																																								
<p>5.3 City Structure</p>	<p><i>Amended</i></p>	<p>MOPA 143</p>	<table border="1"> <thead> <tr> <th rowspan="2">Location</th> <th colspan="2">Height*</th> <th rowspan="2">Density Range (residents and jobs combined per gross hectare)</th> <th rowspan="2">Population to Employment Ratio</th> </tr> <tr> <th>Minimum</th> <th>Maximum</th> </tr> </thead> <tbody> <tr> <td>Downtown</td> <td>As specified for each PMTSA</td> <td>As specified for each PMTSA</td> <td>As specified for each PMTSA</td> <td>1:1</td> </tr> <tr> <td>Major Nodes **</td> <td>2</td> <td>25</td> <td>200 to 300</td> <td>2:1 to 1:2</td> </tr> <tr> <td>Community Nodes **</td> <td>2</td> <td>4</td> <td>100 to 200</td> <td>2:1 to 1:2</td> </tr> <tr> <td>Corporate Centres **</td> <td rowspan="2">2 along Corridors</td> <td>—</td> <td>—</td> <td>—</td> </tr> <tr> <td>Neighbourhoods**</td> <td>4</td> <td>—</td> <td>—</td> </tr> <tr> <td>Employment Areas**</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> </tr> <tr> <td>Intensification Corridors</td> <td>As specified for each PMTSA</td> <td>As specified for each PMTSA</td> <td>As specified for each PMTSA</td> <td>—</td> </tr> <tr> <td>Corridors**</td> <td>2 except in Employment Areas</td> <td>As per City Structure element</td> <td>—</td> <td>—</td> </tr> <tr> <td>Protected Major Transit Station Areas (PMTSAs)</td> <td>As specified for each PMTSA</td> <td>As specified for each PMTSA</td> <td>As specified for each PMTSA</td> <td>—</td> </tr> <tr> <td>Designated Greenfield Area</td> <td>—</td> <td>—</td> <td>minimum 50</td> <td>—</td> </tr> </tbody> </table> <p>* Character area policies may establish alternative heights ** Outside Protected Major Transit Station Areas (PMTSAs) Figure 5-5: Height, Density and Population to Employment Ratio Requirements</p>	Location	Height*		Density Range (residents and jobs combined per gross hectare)	Population to Employment Ratio	Minimum	Maximum	Downtown	As specified for each PMTSA	As specified for each PMTSA	As specified for each PMTSA	1:1	Major Nodes **	2	25	200 to 300	2:1 to 1:2	Community Nodes **	2	4	100 to 200	2:1 to 1:2	Corporate Centres **	2 along Corridors	—	—	—	Neighbourhoods**	4	—	—	Employment Areas**	—	—	—	—	Intensification Corridors	As specified for each PMTSA	As specified for each PMTSA	As specified for each PMTSA	—	Corridors**	2 except in Employment Areas	As per City Structure element	—	—	Protected Major Transit Station Areas (PMTSAs)	As specified for each PMTSA	As specified for each PMTSA	As specified for each PMTSA	—	Designated Greenfield Area	—	—	minimum 50	—	<p>A new Section 5.7 Major Transit Station Areas (MTSAs) is introduced and as such, Figure 5-5 is updated to reference the new PMTSA policies of the Official Plan. Information related to areas not subject to these policies remain unchanged.</p> <p>The original references to Intensification Corridors and MTSAs are removed to avoid confusion as they are all subject to the PMTSA policies.</p>
Location	Height*		Density Range (residents and jobs combined per gross hectare)		Population to Employment Ratio																																																							
	Minimum	Maximum																																																										
Downtown	As specified for each PMTSA	As specified for each PMTSA	As specified for each PMTSA	1:1																																																								
Major Nodes **	2	25	200 to 300	2:1 to 1:2																																																								
Community Nodes **	2	4	100 to 200	2:1 to 1:2																																																								
Corporate Centres **	2 along Corridors	—	—	—																																																								
Neighbourhoods**		4	—	—																																																								
Employment Areas**	—	—	—	—																																																								
Intensification Corridors	As specified for each PMTSA	As specified for each PMTSA	As specified for each PMTSA	—																																																								
Corridors**	2 except in Employment Areas	As per City Structure element	—	—																																																								
Protected Major Transit Station Areas (PMTSAs)	As specified for each PMTSA	As specified for each PMTSA	As specified for each PMTSA	—																																																								
Designated Greenfield Area	—	—	minimum 50	—																																																								
<p>5.3.1 Downtown</p>	<p><i>Amended</i></p>	<p>MOPA 143</p>	<p>5.3.1.4 The Downtown will achieve a minimum gross density of residents and jobs combined per hectare as specified for each <i>Protected Major Transit Station Area</i>.</p>	<p>For the Downtown area, the gross density target of 200 residents and jobs per hectare is removed, and replaced with wording to reference the PMTSA minimum densities as established by the Region of Peel.</p> <p>Wording related to striving for higher densities is removed to avoid confusion with the minimum density</p>																																																								

Section	Change	OPA No.	Proposed Revisions, Deletions or Additions to MOP	Planning Rationale
				requirements of the new Peel 2051 Region of Peel Official Plan (RPOP).
5.3.1 Downtown	<i>Amended</i>	MOPA 143	5.3.1.5 Development applications within the Downtown proposing a change to the designated land use, which results in a significant reduction in the number of jobs that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review.	Development applications within the Downtown have been providing a significant number of residents. There should be more emphasis on the significant reduction of jobs and as such, this policy is amended by deleting the words “residents or”.
5.3.1 Downtown	<i>Amended</i>	MOPA 143	5.3.1.7 Character Area policies will establish how the population to employment targets will be achieved within the Downtown.	Density targets are expanded on, in other parts of the Plan (Section 5.7) and as such, this policy is amended by deleting the words “density and”
5.3.4 Corporate Centres	<i>Amended</i>	MOPA 143	5.3.4.6 Conversion of lands within Corporate Centres, outside of a Protected Major Transit Station Area , to non-employment uses will only be permitted through a municipal comprehensive review.	Wording was added to this policy to clarify that this policy is no longer applicable for lands within PMTSAs. Conversions within PMTSAs are subject to the Employment Area conversion policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe, Office Consolidation 2020 (Growth Plan).

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<p>5.3.6</p> <p>Employment Areas</p>	<i>Amended</i>	MOPA 143	5.3.6.5 Conversion of lands within Employment Areas, outside of Protected Major Transit Station Areas , will only be permitted through a municipal comprehensive review.	Wording was added to this policy to clarify that this policy is no longer applicable for lands within PMTSAs. Conversions within PMTSAs are subject to the Employment Area conversion policies of the Growth Plan.
<p>5.3.6</p> <p>Employment Areas</p>	<i>Deleted</i>	MOPA 143	5.3.6.9 Higher density employment uses, such as office, will be required within Major Transit Station Areas .	This policy is removed as employment use requirements for MTSAAs will be addressed in Section 5.7 Major Transit Station Areas.
<p>5.4</p> <p>Corridors</p>	<i>Amended</i>	MOPA 143	5.4.8 Corridors , outside of Protected Major Transit Station Areas , will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. The minimum building height requirement will not apply to Employment Areas outside of Protected Major Transit Station Areas .	The policy has been amended to remove the reference to heights within Intensification Corridors and MTSAAs as this is covered in the new Section 5.7 Major Transit Station Areas. The minimum heights in this policy will continue apply for other areas not subject to the PMTSA policies.

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5.4 Corridors	<i>Amended</i>	MOPA 143	5.4.15 A number of Light Rail Transit Stations, which will be located along the Hurontario Street Intensification Corridor to serve the proposed light rail transit system within Protected Major Transit Station Areas . Protected Major Transit Station Areas are identified on Schedule 2: Intensification Areas and the Light Rail Transit Stations are identified on Schedule 6: Long Term Transit Network.	References to MTSA's are modified to PMTSA's to be consistent with the status of the MTSA's along Hurontario Street.
5.5 Intensification Corridors	<i>Amended</i>	MOPA 143	5.5.1 The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, and Protected Major Transit Station Areas , as shown on Schedule 2: Intensification Areas.	References to MTSA's are modified to PMTSA's to be consistent with the proposed policies and wording in the new Section 5.7 Major Transit Station Areas. Reference to Intensification Corridors has been removed to reduce repetitiveness as all identified Intensification Corridors are located within the PMTSA's.
5.5 Intensification Corridors	<i>Deleted</i>	MOPA 143	5.5.3 Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights.	This policy is outdated as Provincial policies authorize the Region of Peel to delineate MTSA boundaries and identify the minimum MTSA densities in accordance with the <i>Planning Act</i> .

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				Criteria for MTSA Planning studies is identified in proposed policy 5.7.1.5 and reference here is no longer necessary.
5.5 Intensification Corridors	<i>Amended</i>	MOPA 143	5.5.9 Major office development will be encouraged to locate within the Downtown, Major Nodes, Corporate Centres, and Protected Major Transit Station Areas . Secondary office development will be encouraged within Community Nodes.	References to MTSA's are modified to PMTSA's to be consistent with the proposed policies and wording in the new Section 5.7 Major Transit Station Areas. Reference to Intensification Corridors has been removed to reduce repetitiveness as all identified Intensification Corridors are located within the PMTSA's.
5.5 Intensification Corridors	<i>Deleted</i>	MOPA 143	5.5.13 Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies.	This policy is deleted as new building height policies will be included in the new Section 5.7 Major Transit Station Areas.
5.5	<i>Deleted</i>	MOPA 143	5.5.16 Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of	New policies on connectivity relating to the transportation network and multi-modal access will be added to

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Intensification Corridors			pedestrians, bicycle parking and commuter pick-up/drop-off areas.	Section 5.7 Major Transit Station Areas. Policy 5.5.16 should be deleted as to avoid repetitiveness.
5.7 Major Transit Station Areas	<i>Added</i>	MOPA 143	<p>Major Transit Station Areas are to be developed to accommodate future growth with a balance of residents and jobs through a diverse mix of land uses, housing options, tenures and affordability, employment, and amenities that support existing and planned transit and active transportation infrastructure. Major Transit Station Areas are generally areas within an approximate 500 to 800 metre radius of a transit station or stop, primarily along existing or planned transit corridors, representing about a 10-minute walk.</p> <p>Each Major Transit Station Area is unique and will be planned based on its local context, growth potential and limitations to determine appropriate densities and transit-supportive development. Not all stations or sites will achieve the same mix of land uses or intensity of development. Some will absorb higher density development with a broader range of uses, building types and massing, while others may experience modest growth due to limited development opportunities. There will be station areas that may not be able to achieve the requirements of transit-supportive development in the short-term but are planned for future transit-supportive densities, uses, and active transportation connections.</p>	<p>The proposed policies in this Section establish a framework to promote transit-supportive development within MTSA's across the City. Through the proposed policies, MTSA's are to accommodate future growth with development that provides a diverse mix of land uses to support a balance of residents and jobs, a variety of housing types, tenures and affordability options, and amenities that support existing and planned transit and active transportation infrastructure.</p> <p>In addition to the City-wide MTSA policies, other policies that apply to a specific PMTSA or a portion of a PMTSA will be included in other sections of the Official Plan. These policies, generally relate to vision, land uses, urban form, building heights, transportation, parks and special sites. They were informed</p>

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			<p>Major Transit Station Areas may include one or more City Structure elements defined in this Plan within its boundaries. The Major Transit Station Areas policies will be in addition to established Character Area policies of this Plan.</p> <p>The following policies implement a framework to facilitate transit-supportive development in Major Transit Station Areas across the City. They include policies for authorized uses of land, buildings and structures, building heights and densities in accordance with the <i>Planning Act</i>. Additional policies may be developed for each Major Transit Station Area, and included in other sections of this Plan; they will be determined through City-initiated studies.</p> <p>The boundaries of individual Major Transit Station Areas, associated densities, number of residents and jobs combined per hectare, land uses, and building heights, identified in Table 5-2: Protected Major Transit Station Areas and the schedules of this Plan will achieve the Major Transit Station Area minimum density targets in the Region of Peel Official Plan.</p>	<p>by area specific planning studies and are included in the applicable Character Area section of the Plan depending on the location of the PMTSA. PMTSA policies in accordance with the <i>Planning Act</i> will be identified within text boxes for easy reference.</p> <p>This Section also includes wording that describes the legislative framework for the MTSA policies, and that implementation will be dependent on approval of the RPOP.</p>
		MOPA 144	<p>The Major Transit Station Area policies of this section will not come into force and effect until the Major Transit Station Area policies of the Region of Peel Official Plan adopted by By-law 20-2022 is approved by the Minister of Municipal Affairs and Housing. In the event of a conflict between the Region of Peel Official Plan and City of Mississauga Official Plan, including Protected Major Transit Station Area</p>	

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			delineated boundaries or minimum densities, the approved Region of Peel Official Plan policies of By-law 20-2022 will prevail.	
<p>5.7.1</p> <p>General</p>	<p><i>Added</i></p>	<p>MOPA 143</p>	<p>5.7.1.1 The following policies are to be read in conjunction with all other policies of this Plan. In the event of a conflict, the policies in this Section, and those identified in Character Areas and Local Area Plans as being in accordance with the <i>Planning Act</i> will take precedence.</p>	<p>This Section provides general policies that apply to all MTSA's. The policies identify all MTSA's with delineated boundaries as PMTSA's in accordance with the <i>Planning Act</i>. The policies also reference Table 5.2 which sets out the area boundaries, authorized uses of land and buildings, minimum densities and building heights applicable to each individual PMTSA.</p> <p>The general policies also provide direction for future City-initiated PMTSA studies to ensure that all Regional MTSA policy requirements are satisfied as per the RPOP.</p> <p>PMTSA's will enable the implementation of Inclusionary Zoning (IZ) as an affordable housing tool. The policies encourage affordable housing and recognize the use of IZ, however specific IZ policies are being developed separately.</p>
		<p>MOPA 144</p>	<p>5.7.1.2 Lands subject to the policies of this Section are shown on Schedule 2: Intensification Areas, of this Plan.</p> <p>5.7.1.3 All delineated Major Transit Station Areas in this Plan are Protected Major Transit Station Areas.</p> <p>5.7.1.4 The boundaries of Protected Major Transit Station Areas are shown on Schedule 11: Protected Major Transit Station Areas (including Schedules 11a to 11r), and referenced in Table 5-2: Protected Major Transit Station Areas.</p>	
		<p>MOPA 143</p>	<p>5.7.1.5 Where a City-initiated comprehensive planning study is required for a Protected Major Transit Station Area, the study will set out, among other matters, policies to support:</p> <ul style="list-style-type: none"> a. an appropriate mix of land uses and amenities that foster vibrant, transit-supportive neighbourhoods; b. development to accommodate growth that respects the 	

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			<p>character and scale of the surrounding community;</p> <p>c. improved access and connectivity to transit stations and stops;</p> <p>d. an interconnected and multi-modal street network that encourages walking, cycling and the use of transit;</p> <p>e. high quality public realm improvements;</p> <p>f. land use compatibility and the separation or mitigation of impacts on sensitive land uses; and</p> <p>g. protection of lands that may be required for future enhancement or expansion of transit infrastructure.</p> <p>5.7.1.6 Inclusionary zoning will apply to specific Protected Major Transit Station Areas to increase housing affordability.</p> <p>5.7.1.7 Partnerships will be explored with the Region of Peel and non-profit housing organizations to provide housing with deeper affordability to lower income households.</p>	
<p>5.7.2 Land Uses</p>	<p><i>Added</i></p>	<p>MOPA 144</p>	<p>5.7.2.1 The authorized uses of land are as identified by the land use designations shown on Schedule 11: Protected Major Transit Station Areas (including Schedules 11a to 11r), and referenced in Table 5-2: Protected Major Transit Station Areas. The associated land use permissions and authorized uses of buildings or structures are as per Part 3:</p>	<p>The Land Use policies are intended to promote transit-supportive development. The policies recognize the existing City Structure framework and the associated Character Area policies. Land use permissions currently in the Official</p>

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			<p>Land Use Designations of this Plan, and applicable Local Area Plans, City Structure and Character Area policies.</p> <p>5.7.2.2 Redevelopment within Mixed Use, Mixed Use Limited, and Downtown Mixed Use designated lands that results in a loss of non-residential floor space, will not be permitted unless it can be demonstrated that the planned function of the non-residential component will be maintained or replaced as part of the redevelopment.</p> <p>5.7.2.3 Maintaining the non-residential planned function means providing:</p> <ul style="list-style-type: none"> a. a concentration of convenient, easily accessible office, retail and service commercial uses that meet the needs of local residents and employees; and b. employment opportunities, such as office, recreation, and institutional jobs. <p>5.7.2.4 Development will contribute towards the creation of transit-supportive communities by:</p> <ul style="list-style-type: none"> a. including a broad and balanced mix of land uses, with a range of residential and non-residential uses; b. providing housing choices to facilitate affordable housing options with a mix of tenure, affordable rental and ownership options for lower and middle income households; 	<p>Plan associated with each designation and Character Area will continue to apply and will be relied upon to direct the future authorized uses of buildings and structures for lands within PMTSAs.</p> <p>The policies require that existing non-residential floor space be retained in order to maintain employment opportunities and promote a balance of uses within PMTSAs. Redevelopment that results in a loss of non-residential floor space, will not be permitted unless it can be demonstrated that the planned function of the non-residential component will be maintained or replaced as part of the redevelopment. The proposed policy framework promotes complete communities that will continue to meet the needs of existing and new residents and businesses.</p> <p>The policies promote the creation of transit-supportive development, multi-modal connections and a mix of land uses with sufficient services</p>

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			<ul style="list-style-type: none"> c. including a range of employment uses to achieve a well balanced mix of office and retail uses; d. recognizing that some Protected Major Transit Station Areas will have limited opportunities to accommodate a mix of uses and varying building forms due to the existing and planned context; e. being subject to required land use compatibility assessments as identified by the City; f. protecting and mitigating against natural hazards including flood risk; g. identifying, protecting, restoring, and enhancing the Natural Heritage System and the Water Resource System, and promoting the establishment of natural linkages; and h. providing high quality and pedestrian-friendly public realm improvements to enhance connections to transit stations. 	<p>and amenities to serve future growth. Policies that support affordable housing, require land use compatibility and mitigating against natural hazards and flood risk, and protection of the natural heritage system, are also included to achieve complete communities within PMTSAs.</p>
<p>5.7.3 Density</p>	<p><i>Added</i></p>	<p>MOPA 144</p>	<p>5.7.3.1 The required minimum residents and jobs combined per hectare for each Protected Major Transit Station Area are shown in Table 5-2: Protected Major Transit Station Area.</p> <p>5.7.3.2 New development will be planned for, in conjunction with existing development densities, to achieve the</p>	<p>In order to conform to both the Provincial and Regional MTSA policies and requirements, the City's draft policies include minimum densities, represented in Floor Space Index listed in Table 5-2 of the draft Official Plan Amendment (OPA) as</p>

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			<p>minimum residents and jobs combined per hectare, through the building height requirements shown on Schedule 11: Protected Major Transit Station Areas (including Schedules 11a to 11r), and the minimum Protected Major Transit Station Area Floor Space Index (FSI) shown in Table 5-2: Protected Major Transit Station Areas.</p> <p>5.7.3.3 The minimum Floor Space Index (FSI) will be achieved over the long-term, and is a cumulative measure of planned density across the lands within a Protected Major Transit Station Area. Individual development proposals do not need to meet the minimum Floor Space Index (FSI) target.</p>	<p>shown in Appendix 4 of this report. The minimum required densities in combination with the proposed building heights, will support future development growth for each PMTSA and achieve the Region’s required density targets.</p> <p>The proposed minimum densities are intended to be achieved over the long-term, measured cumulatively across the entire PMTSA.</p>
<p>5.7.4 Heights</p>	<p><i>Added</i></p>	<p>MOPA 144</p>	<p>5.7.4.1 Minimum and maximum building heights for Protected Major Transit Station Areas are shown on Schedule 11: Protected Major Transit Station Areas (including Schedules 11a to 11r), and referenced in Table 5-2: Protected Major Transit Station Areas.</p>	<p>The current Mississauga Official Plan includes building height requirements, which allow for appropriate transit-supportive development and growth. Existing building height policies have been amended only where necessary to achieve the individual PMTSA minimum density targets and to reflect approved building height recommendations resulting from local area studies or approved development applications.</p>

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<p>5.7.5 Compatibility</p>	<p><i>Added</i></p>	<p>MOPA 143</p>	<p>5.7.5.1 Development will:</p> <ul style="list-style-type: none"> a. be compatible with surrounding uses; b. mitigate impacts to and not interfere with existing or future operations of adjacent uses in Employment Areas; and c. employ appropriate mitigation and compatibility measures as identified and secured through the development application review process. <p>5.7.5.2 Sensitive land uses, including residential uses, proposed outside of and adjacent to or near to Employment Areas, lands designated Industrial or Business Employment, or within the influence area of major employment facilities will need to demonstrate, to the satisfaction of the City, that:</p> <ul style="list-style-type: none"> a. the use is appropriate in accordance with the policies of this Plan and subject to land use compatibility assessments, which may require a third party peer review to be conducted on behalf of the City at the applicant's expense; b. the recommended mitigation measures will contribute to an appropriate living environment and not pose a financial burden to future residents; and c. the use would not adversely affect the overall viability of employment lands and facilities. 	<p>These policies require development to address land use compatibility concerns and provide mitigation of any impacts resulting from the introduction of sensitive land uses in proximity to employment uses.</p> <p>This is to achieve a balance of residential and non-residential uses and to maintain the long term viability of established employment areas and to achieve complete communities within MTSAs.</p>

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<p>5.7.6 Urban Design</p>	<p><i>Added</i></p>	<p>MOPA 143</p>	<p>5.7.6.1 In addition to the Urban Form policies in Chapter 9 of this Plan, additional policies, built form standards and guidelines may be developed, and determined through future studies and Local Area Plan reviews.</p> <p>5.7.6.2 Development will:</p> <ul style="list-style-type: none"> a. minimize surface parking; b. ensure that where structured parking is proposed, other uses such as residential and non-residential are incorporated, along the periphery of the structure at ground level; and c. provide a high standard of public and private realm streetscape design that is coordinated and comprehensive, which may include street furniture, public art, building forecourts, open space, transit shelters, bicycle parking, tree planting, and the sensitive placement of utilities with consideration for the public and private realm. 	<p>The proposed urban form policies promote transit-supportive development through reduced surface parking and a high standard of public and private realm streetscape design.</p>
<p>5.7.7 Connectivity</p>	<p><i>Added</i></p>	<p>MOPA 143</p>	<p>5.7.7.1 The existing transportation network will be strengthened and expanded with new roads and streets, pedestrian and mid-block connections, and multi-modal access to higher order transit stations and stops.</p>	<p>The policies support expanded access and connectivity to transit stations and facilities with priority given to new pedestrian and cycling connections. The policies promote the expansion of the road network, multi-modal access, and new</p>

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			<p>5.7.7.2 Development will contribute to an interconnected street pattern that is multi-modal and encourages walking, cycling and the use of transit.</p> <p>5.7.7.3 Pedestrian and cycling routes will be prioritized and located to ensure safe, seamless, unobstructed and efficient access.</p>	<p>pedestrian connections to create smaller walkable blocks with multiple routes to key destinations.</p>
<p>5.7.8 Community Infrastructure, Parks and Open Spaces</p>	<p><i>Added</i></p>	<p>MOPA 143</p>	<p>5.7.8.1 Development shall protect, enhance and expand the City's network of public parks and open spaces, based on applicable City plans, to support population and employment growth. A phasing plan or strategy may be required for the expansion of the parks and open space network as part of the development application process.</p> <p>5.7.8.2 Unimpeded pedestrian access for residents to a public park or open space will be required within 400 metres of a new development where appropriate. Should public parks or open spaces not exist, development will dedicate land for park purposes at the discretion of the City</p> <p>5.7.8.3 New or expanded community infrastructure, parks, and open spaces will be designed to meet the anticipated community needs resulting from development.</p> <p>5.7.8.4 The delivery of community infrastructure, parks, and open spaces will be identified through the development application process and City-initiated studies.</p>	<p>The policies in this section support an expanded parks and open space network to connect a range of existing and new open spaces. These spaces are to serve local and city-wide needs, be centrally located, and provide direct connections to transit facilities and access to existing open-spaces. The exact location, configuration, size and design of future parks will be determined in conjunction with the development of lands.</p>

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<p>5.7.9 Development Servicing</p>	<p><i>Added</i></p>	<p>MOPA 143</p>	<p>5.7.9.1 Development will be phased to ensure appropriate transportation and municipal servicing infrastructure along with community services and facilities are available to service development. Development is to progress in a financially responsible and environmentally sustainable manner and cannot proceed until infrastructure services such as water, wastewater, and transportation are available. An evaluation or study may be required to demonstrate that there is sufficient infrastructure and servicing capacity for a Major Transit Station Area and if there isn't sufficient capacity, a servicing strategy shall be completed to the satisfaction of the Region of Peel.</p>	<p>This policy was added based on comments from the Region of Peel. It is intended to require the availability of transportation and municipal servicing to support development.</p>
<p>5.7.10 Planned Major Transit Station Areas</p>	<p><i>Added</i></p>	<p>MOPA 143</p>	<p>Planned Major Transit Station Areas do not have delineated boundaries or minimum density targets.</p> <p>5.7.10.1 Planned Major Transit Station Areas are shown on Schedule 2: Intensification Areas.</p> <p>5.7.10.2 Until such time as Planned Major Transit Station Areas are delineated, the existing City Structure and Character Area policies of this Plan will continue to apply.</p>	<p>The policies in this section clarify the status of Planned MTSA's identified by the Region of Peel, and shown in Schedule 2 of the Official Plan. The policies recognize that future studies will be required to define the boundaries of these MTSA's and that until such time, the existing Official Plan policies will continue to apply.</p>

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<p>Table 5-2 Protected Major Transit Station Areas</p>	<p><i>Added</i></p>	<p>MOPA 144</p>	<p>Table 5-2: Protected Major Transit Station Areas</p> <table border="1"> <thead> <tr> <th>Transit Corridor</th> <th>Protected Major Transit Station Areas</th> <th>Reference Code*</th> <th>Minimum Residents and Jobs Combined /Hectare*</th> <th>Minimum Floor Space Index (FSI)</th> <th>Land Use Schedule</th> <th>Building Height Schedule</th> </tr> </thead> <tbody> <tr><td>403 Transitway</td><td>Winston Churchill 403</td><td>403-2</td><td>90</td><td>1.00</td><td>11a</td><td>11a</td></tr> <tr><td>403 Transitway</td><td>Erin Mills 403</td><td>403-3</td><td>160</td><td>1.00</td><td>11a</td><td>11a</td></tr> <tr><td>403 Transitway</td><td>Creditview</td><td>403-4</td><td>50</td><td>1.00</td><td>11b</td><td>11b</td></tr> <tr><td>403 Transitway</td><td>Tahoe</td><td>403-10</td><td>160</td><td>1.10</td><td>11c</td><td>11c</td></tr> <tr><td>403 Transitway</td><td>Etobicoke Creek</td><td>403-11</td><td>160</td><td>1.40</td><td>11c</td><td>11c</td></tr> <tr><td>403 Transitway</td><td>Spectrum</td><td>403-12</td><td>160</td><td>1.00</td><td>11c</td><td>11c</td></tr> <tr><td>403 Transitway</td><td>Orbitor</td><td>403-13</td><td>160</td><td>1.00</td><td>11c</td><td>11c</td></tr> <tr><td>403 Transitway</td><td>Renforth</td><td>403-14</td><td>160</td><td>1.30</td><td>11c</td><td>11c</td></tr> <tr><td>403 Transitway</td><td>Central Parkway</td><td>403-8</td><td>80</td><td>1.00</td><td>11c</td><td>11c</td></tr> <tr><td>403 Transitway</td><td>Cawthra 403</td><td>403-7</td><td>50</td><td>1.00</td><td>11c</td><td>11c</td></tr> <tr><td>403 Transitway</td><td>Tomken 403</td><td>403-8</td><td>90</td><td>1.00</td><td>11c</td><td>11c</td></tr> <tr><td>403 Transitway</td><td>Dixie 403</td><td>403-9</td><td>130</td><td>1.40</td><td>11c</td><td>11c</td></tr> <tr><td>407 Bus Rapid Transit</td><td>Brimma 407</td><td>407-1</td><td>160</td><td>1.00</td><td>11d</td><td>11d</td></tr> <tr><td>407 Bus Rapid Transit</td><td>Derry 407</td><td>407-2</td><td>160</td><td>1.00</td><td>11d</td><td>11d</td></tr> <tr><td>Dundas Street Bus Rapid Transit</td><td>Ridgeway</td><td>DUN-1</td><td>160</td><td>1.20</td><td>11e</td><td>11e</td></tr> <tr><td>Dundas Street Bus Rapid Transit</td><td>Winston Churchill</td><td>DUN-2</td><td>160</td><td>1.00</td><td>11e</td><td>11e</td></tr> <tr><td>Dundas Street Bus Rapid Transit</td><td>Glen Erin</td><td>DUN-3</td><td>160</td><td>1.00</td><td>11e</td><td>11e</td></tr> <tr><td>Dundas Street Bus Rapid Transit</td><td>Erin Mills</td><td>DUN-4</td><td>100</td><td>1.00</td><td>11e</td><td>11e</td></tr> <tr><td>Dundas Street Bus Rapid Transit</td><td>UTM</td><td>DUN-5</td><td>50</td><td>1.00</td><td>11e</td><td>11e</td></tr> <tr><td>Dundas Street Bus Rapid Transit</td><td>Confederation Parkway</td><td>DUN-10</td><td>160</td><td>1.00</td><td>11f</td><td>11f</td></tr> <tr><td>Dundas Street Bus Rapid Transit</td><td>Credit Woodlands</td><td>DUN-6</td><td>100</td><td>1.00</td><td>11f</td><td>11f</td></tr> <tr><td>Dundas Street Bus Rapid Transit</td><td>Erindale Station</td><td>DUN-7</td><td>160</td><td>1.00</td><td>11f</td><td>11f</td></tr> <tr><td>Dundas Street Bus Rapid Transit</td><td>Hoffdale</td><td>DUN-8</td><td>160</td><td>1.00</td><td>11f</td><td>11f</td></tr> <tr><td>Dundas Street Bus Rapid Transit</td><td>Clayhill</td><td>DUN-9</td><td>100</td><td>1.00</td><td>11f</td><td>11f</td></tr> <tr><td>Dundas Street Bus Rapid Transit</td><td>Kirwin</td><td>DUN-12</td><td>160</td><td>1.00</td><td>11g</td><td>11g</td></tr> <tr><td>Dundas Street Bus Rapid Transit</td><td>Grenville</td><td>DUN-13</td><td>160</td><td>1.00</td><td>11g</td><td>11g</td></tr> <tr><td>Dundas Street Bus Rapid Transit</td><td>Cawthra</td><td>DUN-14</td><td>160</td><td>1.00</td><td>11g</td><td>11g</td></tr> <tr><td>Dundas Street Bus Rapid Transit</td><td>Tomken</td><td>DUN-15</td><td>160</td><td>1.00</td><td>11g</td><td>11g</td></tr> <tr><td>Dundas Street Bus Rapid Transit/ Milton GO Rail</td><td>Dixie GO</td><td>DUN-16/ MIL-6</td><td>160</td><td>1.00</td><td>11g</td><td>11g</td></tr> <tr><td>Dundas Street Bus Rapid Transit</td><td>Wharton</td><td>DUN-17</td><td>160</td><td>1.00</td><td>11g</td><td>11g</td></tr> <tr><td>Hurontario Light Rail Transit</td><td>Brimma</td><td>HLRT-16</td><td>160</td><td>1.00</td><td>11h</td><td>11h</td></tr> <tr><td>Hurontario Light Rail Transit</td><td>Courtney Park</td><td>HLRT-17</td><td>160</td><td>1.00</td><td>11h</td><td>11h</td></tr> <tr><td>Hurontario Light Rail Transit</td><td>Derry</td><td>HLRT-18</td><td>160</td><td>1.00</td><td>11h</td><td>11h</td></tr> <tr><td>Hurontario Light Rail Transit</td><td>Highway 407</td><td>HLRT-19</td><td>160</td><td>1.00</td><td>11h</td><td>11h</td></tr> <tr><td>Hurontario Light Rail Transit</td><td>Matheson</td><td>HLRT-15</td><td>160</td><td>1.00</td><td>11h</td><td>11h</td></tr> <tr><td>Hurontario Light Rail Transit</td><td>Epitton</td><td>HLRT-13</td><td>200</td><td>1.40</td><td>11i</td><td>11i</td></tr> <tr><td>Hurontario Light Rail Transit</td><td>Bristol</td><td>HLRT-14</td><td>160</td><td>1.00</td><td>11i</td><td>11i</td></tr> <tr><td>Hurontario Light Rail Transit</td><td>Duke of York</td><td>HLRT-10</td><td>400</td><td>1.80</td><td>11j</td><td>11j</td></tr> <tr><td>Hurontario Light Rail Transit</td><td>City Centre</td><td>HLRT-11/ 403-5</td><td>400</td><td>1.80</td><td>11j</td><td>11j</td></tr> <tr><td>Hurontario Light Rail Transit</td><td>Robert Speck</td><td>HLRT-12</td><td>400</td><td>1.50</td><td>11j</td><td>11j</td></tr> <tr><td>Hurontario Light Rail Transit</td><td>Burnhamthorpe</td><td>HLRT-8</td><td>400</td><td>1.00</td><td>11j</td><td>11j</td></tr> <tr><td>Hurontario Light Rail Transit</td><td>Main</td><td>HLRT-9</td><td>400</td><td>1.00</td><td>11j</td><td>11j</td></tr> <tr><td>Hurontario Light Rail Transit</td><td>Fairview</td><td>HLRT-7</td><td>300</td><td>1.00</td><td>11k</td><td>11k</td></tr> <tr><td>Hurontario Light Rail Transit/ Milton GO Rail</td><td>Cooksville GO</td><td>HLRT-6/ MIL-5</td><td>300</td><td>1.10</td><td>11m</td><td>11i</td></tr> <tr><td>Hurontario Light Rail Transit</td><td>Dundas</td><td>HLRT-5</td><td>300</td><td>1.40</td><td>11m</td><td>11i</td></tr> <tr><td>Hurontario Light Rail Transit</td><td>Queensway</td><td>HLRT-4</td><td>300</td><td>1.00</td><td>11m</td><td>11i</td></tr> <tr><td>Hurontario Light Rail Transit</td><td>North Service</td><td>HLRT-3</td><td>300</td><td>1.00</td><td>11m</td><td>11i</td></tr> <tr><td>Hurontario Light Rail Transit</td><td>Mineola</td><td>HLRT-2</td><td>50</td><td>1.00</td><td>11o</td><td>11o</td></tr> <tr><td>Hurontario Light Rail Transit/ Lakeshore West GO Rail</td><td>Port Credit</td><td>HLRT-1/ LWGO-1</td><td>200</td><td>1.30</td><td>11o</td><td>11n</td></tr> <tr><td>Kitchener GO Rail</td><td>Malton GO</td><td>KIT-1</td><td>100</td><td>1.00</td><td>11p</td><td>11p</td></tr> <tr><td>Lakeshore Bus Rapid Transit</td><td>Dixie Lakeshore</td><td>LBRT-1</td><td>160</td><td>1.00</td><td>11q</td><td>11q</td></tr> <tr><td>Lakeshore Bus Rapid Transit</td><td>Haig</td><td>LBRT-2</td><td>900</td><td>1.00</td><td>11q</td><td>11q</td></tr> <tr><td>Lakeshore Bus Rapid Transit</td><td>Lakefront Promenade</td><td>LBRT-3</td><td>160</td><td>1.00</td><td>11q</td><td>11q</td></tr> <tr><td>Lakeshore West GO Rail</td><td>Clarkson GO</td><td>LWGO-2</td><td>150</td><td>1.00</td><td>11r</td><td>11r</td></tr> </tbody> </table> <p>*Reference Code and Minimum Density Targets as per Region of Peel Official Plan</p>	Transit Corridor	Protected Major Transit Station Areas	Reference Code*	Minimum Residents and Jobs Combined /Hectare*	Minimum Floor Space Index (FSI)	Land Use Schedule	Building Height Schedule	403 Transitway	Winston Churchill 403	403-2	90	1.00	11a	11a	403 Transitway	Erin Mills 403	403-3	160	1.00	11a	11a	403 Transitway	Creditview	403-4	50	1.00	11b	11b	403 Transitway	Tahoe	403-10	160	1.10	11c	11c	403 Transitway	Etobicoke Creek	403-11	160	1.40	11c	11c	403 Transitway	Spectrum	403-12	160	1.00	11c	11c	403 Transitway	Orbitor	403-13	160	1.00	11c	11c	403 Transitway	Renforth	403-14	160	1.30	11c	11c	403 Transitway	Central Parkway	403-8	80	1.00	11c	11c	403 Transitway	Cawthra 403	403-7	50	1.00	11c	11c	403 Transitway	Tomken 403	403-8	90	1.00	11c	11c	403 Transitway	Dixie 403	403-9	130	1.40	11c	11c	407 Bus Rapid Transit	Brimma 407	407-1	160	1.00	11d	11d	407 Bus Rapid Transit	Derry 407	407-2	160	1.00	11d	11d	Dundas Street Bus Rapid Transit	Ridgeway	DUN-1	160	1.20	11e	11e	Dundas Street Bus Rapid Transit	Winston Churchill	DUN-2	160	1.00	11e	11e	Dundas Street Bus Rapid Transit	Glen Erin	DUN-3	160	1.00	11e	11e	Dundas Street Bus Rapid Transit	Erin Mills	DUN-4	100	1.00	11e	11e	Dundas Street Bus Rapid Transit	UTM	DUN-5	50	1.00	11e	11e	Dundas Street Bus Rapid Transit	Confederation Parkway	DUN-10	160	1.00	11f	11f	Dundas Street Bus Rapid Transit	Credit Woodlands	DUN-6	100	1.00	11f	11f	Dundas Street Bus Rapid Transit	Erindale Station	DUN-7	160	1.00	11f	11f	Dundas Street Bus Rapid Transit	Hoffdale	DUN-8	160	1.00	11f	11f	Dundas Street Bus Rapid Transit	Clayhill	DUN-9	100	1.00	11f	11f	Dundas Street Bus Rapid Transit	Kirwin	DUN-12	160	1.00	11g	11g	Dundas Street Bus Rapid Transit	Grenville	DUN-13	160	1.00	11g	11g	Dundas Street Bus Rapid Transit	Cawthra	DUN-14	160	1.00	11g	11g	Dundas Street Bus Rapid Transit	Tomken	DUN-15	160	1.00	11g	11g	Dundas Street Bus Rapid Transit/ Milton GO Rail	Dixie GO	DUN-16/ MIL-6	160	1.00	11g	11g	Dundas Street Bus Rapid Transit	Wharton	DUN-17	160	1.00	11g	11g	Hurontario Light Rail Transit	Brimma	HLRT-16	160	1.00	11h	11h	Hurontario Light Rail Transit	Courtney Park	HLRT-17	160	1.00	11h	11h	Hurontario Light Rail Transit	Derry	HLRT-18	160	1.00	11h	11h	Hurontario Light Rail Transit	Highway 407	HLRT-19	160	1.00	11h	11h	Hurontario Light Rail Transit	Matheson	HLRT-15	160	1.00	11h	11h	Hurontario Light Rail Transit	Epitton	HLRT-13	200	1.40	11i	11i	Hurontario Light Rail Transit	Bristol	HLRT-14	160	1.00	11i	11i	Hurontario Light Rail Transit	Duke of York	HLRT-10	400	1.80	11j	11j	Hurontario Light Rail Transit	City Centre	HLRT-11/ 403-5	400	1.80	11j	11j	Hurontario Light Rail Transit	Robert Speck	HLRT-12	400	1.50	11j	11j	Hurontario Light Rail Transit	Burnhamthorpe	HLRT-8	400	1.00	11j	11j	Hurontario Light Rail Transit	Main	HLRT-9	400	1.00	11j	11j	Hurontario Light Rail Transit	Fairview	HLRT-7	300	1.00	11k	11k	Hurontario Light Rail Transit/ Milton GO Rail	Cooksville GO	HLRT-6/ MIL-5	300	1.10	11m	11i	Hurontario Light Rail Transit	Dundas	HLRT-5	300	1.40	11m	11i	Hurontario Light Rail Transit	Queensway	HLRT-4	300	1.00	11m	11i	Hurontario Light Rail Transit	North Service	HLRT-3	300	1.00	11m	11i	Hurontario Light Rail Transit	Mineola	HLRT-2	50	1.00	11o	11o	Hurontario Light Rail Transit/ Lakeshore West GO Rail	Port Credit	HLRT-1/ LWGO-1	200	1.30	11o	11n	Kitchener GO Rail	Malton GO	KIT-1	100	1.00	11p	11p	Lakeshore Bus Rapid Transit	Dixie Lakeshore	LBRT-1	160	1.00	11q	11q	Lakeshore Bus Rapid Transit	Haig	LBRT-2	900	1.00	11q	11q	Lakeshore Bus Rapid Transit	Lakefront Promenade	LBRT-3	160	1.00	11q	11q	Lakeshore West GO Rail	Clarkson GO	LWGO-2	150	1.00	11r	11r	<p>The new Table 5-2: Protected Major Transit Station Areas identifies each classified PMTSA and the relevant applicable parameters including the associated transit corridor, PMTSA name, minimum residents and jobs combined per hectare required by the Region of Peel, and minimum FSI to achieve the Region’s density target. It also includes references to the associated Land Use and Building Height schedules for each PMTSA. The mapping includes the MTSA boundaries as identified in the RPOP.</p>
Transit Corridor	Protected Major Transit Station Areas	Reference Code*	Minimum Residents and Jobs Combined /Hectare*	Minimum Floor Space Index (FSI)	Land Use Schedule	Building Height Schedule																																																																																																																																																																																																																																																																																																																																																																																															
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<p>8.3.2 Transit Design</p>	<p><i>Deleted</i></p>	<p>MOPA 143</p>	<p>8.3.2.2 Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of</p>	<p>This policy is removed as it will be included in the new Section 5.7 Major Transit Station Areas.</p>																																																																																																																																																																																																																																																																																																																																																																																																	

Section	Change	OPA No.	Proposed Revisions, Deletions or Additions to MOP	Planning Rationale
			pedestrian, bicycle parking and commuter pick-up/drop-off areas.	
8.6 Mobility Hubs	<i>Amended</i>	MOPA 143	<p>Mobility hubs have employment, housing, shopping and recreational uses and are connected by a variety of modes of transportation such as walking, cycling, and regional and local transit.</p> <p>8.6.4 Access to mobility hubs will be promoted through the provision of pedestrian and cycling linkages, transit and adequate commuter parking facilities, and the potential for development of structured parking.</p>	References to MTSAs in these policies are removed due to repetitiveness as they are addressed in the new Major Transit Station Area Section 5.7.
9.2.1 Intensification Areas	<i>Deleted</i>	MOPA 144	9.2.1.8 The preferred location of <i>tall buildings</i> will be in proximity to existing and planned <i>Major Transit Station Areas</i> .	This policy is removed as it is related to building heights within PMTSAs which is addressed in the new Section 5.7 Major Transit Station Areas.
10.1 Introduction	<i>Amended</i>	MOPA 143	10.1.8 <i>Transit-supportive</i> development with compact built form and minimal surface parking will be encouraged in Corporate Centres and <i>Corridors</i> .	Reference to Major Transit Station Areas is removed, as surface parking is addressed in the new Section 5.7 Major Transit Station Areas.
15.1.1 General	<i>Amended</i>	MOPA 143	15.1.1.2 Lands on a <i>Corridor</i> outside a <i>Protected Major Transit Station Area</i> , will be subject to the two storey	This policy is no longer applicable to PMTSAs as the new Section 5.7 Major Transit Station Areas specifies

Section	Change	OPA No.	Proposed Revisions, Deletions or Additions to MOP	Planning Rationale
			height minimum. Local area plans or planning studies may establish maximum height requirements.	required building heights. The wording has been revised to clarify that this will only apply to lands outside PMTSAs.
15.3.1 Urban Design Policies	<i>Amended</i>	MOPA 143	15.3.1.2.b encourage a high standard of public and private realm streetscape design that is coordinated and comprehensive, which includes street furniture, public art, building forecourts, open space, transit shelters, bicycle parking, tree planting, and the sensitive placement of utilities with consideration for the public and private realm;	This policy has been modified to remove reference to MTSAAs as all areas within the Gateway Corporate Centre are located within delineated PMTSAs. Therefore a reference to MTSAAs is repetitive.
15.3.1 Urban Design Policies	<i>Amended</i>	MOPA 143	15.3.1.2r create a sense of prominence at intersections along Hurontario Street, by integrating features such as: tall, more distinctive buildings located close to the street, unique landscape and streetscape treatment, transit amenities, elevated and distinguishing rooflines;	This policy has been modified to remove reference to MTSAAs to reduce repetitiveness and to simplify the wording.
15.3.2 Land Use	<i>Deleted</i>	MOPA 144	15.3.2.4.b at Major Transit Station Areas , buildings will be a minimum of three storeys but will be encouraged to be higher;	This policy is removed as it is no longer necessary. Building heights within PMTSAs, are addressed in the new Section 5.7 Major Transit Station Areas.
15.3.2 Land Use	<i>Amended</i>	MOPA 143	15.3.2.4.c accessory retail commercial uses incorporating transparent windows will be encouraged at grade for buildings directly fronting Hurontario Street; and	This policy has been modified to remove reference to MTSAAs, as lands affected by this requirement

Section	Change	OPA No.	Proposed Revisions, Deletions or Additions to MOP	Planning Rationale
				are all within MTSA's. The modification will simplify the wording.
15.3.2 Land Use	<i>Amended</i>	MOPA 143	15.3.2.4.d in order to achieve a continuous street wall, new development will have a minimum 80 percent of any lot frontage along Hurontario Street and 66 percent in areas beyond, occupied with a building or buildings. In the case of lots with multiple street frontages, priority will be given to establishing a continuous street wall along Hurontario Street. This continuous street wall condition will wrap around the corner at major intersections.	This policy has been modified to remove reference to MTSA's, as lands affected by this requirement are all within MTSA's. The modification will reduce repetitiveness and to simplify the wording.
17.1.1 General	<i>Amended</i>	MOPA 143	17.1.1.1 Lands on a Corridor will not be subject to the two storey height minimum. Character Area policies may establish height requirements.	Reference to MTSA's and Intensification Corridors, which are entirely located within MTSA's, are removed. Building heights within MTSA's are addressed in the new Section 5.7 Major Transit Station Areas.
17.1.5 Offices	<i>Amended</i>	MOPA 143	17.1.5.2 Notwithstanding 17.1.5.1, existing major office is permitted and major office will be permitted in Protected Major Transit Station Areas .	Reference to MTSA's is modified to PMTSA's to be consistent with the proposed policies and wording in the new Section 5.7 Major Transit Station Areas.

Section	Change	OPA No.	Proposed Revisions, Deletions or Additions to MOP	Planning Rationale
<p>20</p> <p>Glossary</p>	<p><i>Amended</i></p>	<p>MOPA 143</p>	<p>MAJOR TRANSIT STATION AREA means the area including and around any existing or planned <i>higher order transit</i> station or stop and generally defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk. All delineated Major Transit Station Areas are <i>Protected Major Transit Station Areas</i> in this Plan and subject to Regional approval.</p>	<p>The current Major Transit Station Area definition in the Official Plan glossary has been modified to align with the Growth Plan.</p>

Section	Change	OPA No.	Proposed Revisions, Deletions or Additions to MOP	Planning Rationale
	Added	MOPA 143	<p>PROTECTED MAJOR TRANSIT STATION AREA</p> <p>means a <i>Major Transit Station Area</i>, that has been identified in the Region of Peel Official Plan as a protected major transit station area, with a delineated area boundary, and is subject to municipal official plan policies that identify: the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area; the authorized uses of land and of buildings or structures on lands in the area; and the minimum densities that are authorized with respect to buildings and structures on lands in the area. All delineated <i>Major Transit Station Areas</i> are Protected Major Transit Station Area in this Plan.</p> <p>TRANSIT-SUPPORTIVE</p> <p>means development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. Transit-supportive development will be consistent with Ontario's Transit Supportive Guidelines.</p>	<p>Definitions for Protected Major Transit Station Areas and Transit-Supportive have been added to provide clarity and easy reference.</p>

Appendix 7 – Applicable Policy Analysis

The proposed Mississauga Official Plan Amendments (MOPAs) for the City-Wide Major Transit Station Areas are consistent and conform to current provincial and regional policies, as well the recently adopted Peel 2051 Region of Peel Official Plan policies as summarized below. They also reinforce the current policies and objectives of Mississauga Official Plan.

The Planning Act

The *Planning Act* is provincial legislation that sets out the ground rules for land use planning in Ontario. It describes how land uses may be controlled, and who may control them. It also sets out matters of provincial interest that authorities shall have regard for in exercising their responsibilities. These provincial interests are further articulated through the Provincial Policy Statement (PPS) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe. Requirements of the *Planning Act* pertaining to Major Transit Station Areas (MTSAs) are detailed below:

- **Section 16(16):** States that the official plan of an upper-tier municipality such as the Region of Peel, may include policies that identify the area surrounding and including an existing or planned higher order transit station or stop as a “Protected” MTSA (PMTSA). To achieve this designation municipalities must delineate the boundaries, identify minimum number of residents and jobs per hectare and require the Official Plans of lower-tier municipalities (City of Mississauga) to include policies identifying minimum densities and land uses. The identification of a PMTSA is also a prerequisite for the City to implement Inclusionary Zoning by-laws.
- **Section 17(36.1.4, 36.1.6):** Specifies there are no Ontario Land Tribunal (OLT) appeals to PMTSA policies that identify delineated boundaries, authorized uses of land, buildings and structures, minimum and maximum building heights and densities, and where the maximum permitted height also satisfies the minimum density authorized for the same parcel, other than by the Minister. However, Regional MTSA policies must be approved by the Province for this to take effect.
- **Section 22 (2.2):** Once established, any amendments to a PMTSA will require a local Council resolution and will be subject to approval by the Region.
- **Section 16(4)-(13):** Enables inclusionary zoning as a planning tool in official plans. It sets out the requirements of establishing Inclusionary Zoning within PMTSAs. The MOPAs set out the framework to implement Inclusionary Zoning within PMTSAs.

The MOPAs will establish a local policy framework for Region of Peel identified MTSAs and classify them as PMTSAs by satisfying the set requirements of the *Planning Act*.

Provincial Policy Statement, 2020 (PPS) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2020 (Growth Plan)

The Provincial Policy Statement (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

The PPS recognizes that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans". Official plans shall also set out appropriate land use designations and policies.

Under the *Planning Act*, all planning decisions must be consistent with the policy statements and conform to provincial plans.

Consistency with Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides direction on managing growth and creating communities that are liveable, healthy and resilient. The PPS highlights the importance of the efficient use of land and resources, a range of housing options, a mix of employment opportunities and access to recreation, parks and open spaces. The proposed Mississauga Official Plan Amendments (MOPAs) for City-Wide Major Transit Station Areas (MTSAs) are consistent with the PPS. Please see more details below:

- **Development and Land Use Patterns:** Section 1.1.3 requires a mix of land uses and densities that efficiently use land and resources, and support active transportation and are transit-supportive. The MOPAs support new development opportunities surrounding existing and planned transit infrastructure that will ensure the continued efficient use of land and resources within Protected MTSAs (PMTSAs).
- **Housing:** Section 1.1.1 and Section 1.4 require a range and mix of housing options, including affordable housing. The MOPAs enable the provision of Inclusionary Zoning that will require new residential development in select PMTSAs to provide affordable housing options in accordance to certain requirements.
- **Land Use Compatibility:** Section 1.2.6 requires land use compatibility to mitigate adverse impact and to ensure the long term viability of employment uses. The MOPAs require development to be compatible with surrounding uses and includes criteria to minimize negative impact on sensitive land uses in proximity to established employment uses.
- **Employment:** Section 1.3 promotes protection of existing employment areas to ensure a long term balance for a mix and range of employment, institutional and broader mixed

uses. The MOPAs policies include requirements for new development to preserve, where appropriate, the existing employment and non-residential uses.

- **Public Spaces, Recreation, Parks, Trails and Open Space:** Section 1.5 provides direction for safe public spaces, parks and open space that meet the needs of pedestrians, fosters social interaction and facilitates active transportation. Specifically, policy 1.5.1.b states that communities should plan and provide for a range and equitable distribution of parks, public spaces, open spaces, trails and linkages that promote recreation. The proposed policies emphasize the importance of expanding public spaces to serve new development and improve pedestrian connections to public spaces within MTSA lands.
- **Multi-Modal Transportation:** Policy 1.5.1.a promotes active communities and active transportation. The proposed policies seek additional active transportation connections through new development, including the prioritization of pedestrian and cycling routes.

Conformity with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Office Consolidation 2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2022 (the Growth Plan) is the Province's growth management strategy. It highlights the importance of building complete communities, supporting economic development, and directing intensification to strategic growth areas to make efficient use of land and optimize infrastructure. The proposed Major Transit Station Area (MTSA) Official Plan Amendments conform to the Growth Plan.

Please see more details below:

- **Complete Communities:** Section 2.1 and policy 2.2.1.4 promote the concept of "complete communities." These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household size. Policy 2.2.6.1.a provides direction to support a range and mix of housing options, including affordable housing, to meet the needs of current and future residents. The proposed policies emphasize the continued importance of a mix of uses and range of housing options, where appropriate, within Protected MTSA's (PMTSA's).
- **Manage Growth:** Section 2.2 directs future population and employment growth to settlement areas within the Greater Golden Horseshoe focused on transit corridors with compact built form. The proposed policies promote transit-supportive development within PMTSA's located along higher order transit corridors.
- **Transit Corridors and Station Areas:** Section 2.2.4 contains policies pertaining to population and employment densities that should be planned for in MTSA's along priority transit corridors. The proposed OPAs identify PMTSA boundaries, land uses, building

heights, densities, and include policies for transit supportive development to achieve the required density targets.

- **Housing:** Regarding housing, policy 2.2.6.1.a.i provides direction to support a range and mix of housing options, including affordable housing options, to meet the needs of current and future residents. The proposed policies facilitate new development opportunities and provides for a range of housing choices. The proposed policies also identifies Inclusionary Zoning as a planning tool where affordable housing will apply to PMTSAs.
- **Transportation Network:** Policy 3.2.3.4 directs municipalities to ensure that active transportation networks are comprehensive and integrated into transportation planning. The proposed policies promote improved pedestrian and cycling connections within PMTSAs.
- **Targets:** Section 5.2.5 includes requirements for upper and lower tier municipalities to undertake planning as part of a Municipal Comprehensive Review process that establish policies that achieve the minimum density targets in the Growth Plan or alternatives approved by the Minister. The proposed OPAs include policies related to land use, density and building heights to achieve the Regions MTSA minimum density targets.

Region of Peel Official Plan (Consolidation, 2018)

The Regional Official Plan (ROP) provides direction and a strategic policy framework to guide development and growth in Peel Region and Mississauga. The over-arching theme of the ROP is sustainability – supporting the needs of present populations without compromising future generations. The sustainability framework encompasses environmental, social, economic and cultural pillars in order to support development within the Region to create conditions for thriving communities. The current ROP does not include any MTSA related policies, and will be replaced by the recently adopted Peel 2051 Region of Peel Official Plan once it is approved by the Province. The proposed OPAs have been developed to conform to the new Peel 2051 Region of Peel Official Plan discussed in further detail below.

New Peel 2051 Region of Peel Official Plan (RPOP)

On April 28, 2022, Regional Council passed By-law 20-2022 to adopt the new Peel 2051 Region of Peel Official Plan (RPOP), which is currently awaiting Provincial approval. While the policies of the new RPOP are not in full force and effect, it represents Regional Council's most current vision to guide growth and development within Peel Region and the City of Mississauga to the year 2051 and beyond.

The new RPOP includes policies to address, among other matters, climate change, transportation, settlement area boundaries, and planning for Major Transit Station Areas (MTSAs). It identifies delineated major transit station areas across Peel Region and minimum

densities requirements for each major transit station area. It directs local municipalities to include MTSA policies in their Official Plans that address: land uses that support complete communities; minimum densities; minimum and maximum heights where appropriate; and improved multi-modal access and connectivity, among other matters.

The City of Mississauga is proposing an amendment to its Official Plan (draft Amendment No. 143 and 144) to identify Protected Major Transit Station Areas (PMTSAs) and provide a policy framework to conform to the new RPOP. The RPOP policies related to MTSA are detailed below:

- **Boundary Delineation:** Policy 5.6.19.7, requires local municipalities to delineate the boundaries of regionally identified MTSA. The proposed OPAs identify individual MTSA boundaries through a series of maps on Schedule 11 – Protected Major Transit Station Areas of the draft OPA and in amended Schedule 2 – Intensification Areas of the Official Plan.
- **Minimum Density Targets:** Policy 5.6.19.8 requires municipalities to plan to achieve minimum density targets identified by the Region for MTSA. The proposed City policies achieve the Region's minimum targets by directing development through land use, building height, and density requirements. An assessment of all proposed PMTSA was conducted to verify that assigned minimum and maximum building heights together with minimum Floor Space Index requirements will achieve the minimum density targets identified by the proposed Regional MTSA policies. The assessment relied on existing Official Plan policies and those of recently approved local area studies. City-wide unit size, population and employment to gross floor area (GFA) assumptions were used to determine potential yield in each MTSA. This helped inform the Region's minimum density targets, and identify the densities that can be achieved based on existing population and jobs together with current and recently approved policies.
- **Protected MTSA:** Policy 5.6.19.9 provides criteria for MTSA to be protected from appeal in accordance with *Planning Act* requirements. The proposed policies satisfy the required criteria by identifying the minimum number of residents and jobs, collectively per hectare, the authorized use of land for buildings and structures through the established Official Plan land use designation permissions, and the minimum densities authorized for buildings and structures through a combination of block level building height and MTSA wide minimum Floor Space Index requirements.
- **Comprehensive Planning:** Policy 5.6.19.10 provides a range of planning requirements for future development within MTSA. The City's proposed OPAs address these requirements by including policies related to general implementation, land use, compatibility, urban design, connectivity, and community infrastructure, parks and open space that:
 - encourage complete communities through a mix of uses and amenities;
 - ensure that growth recognizes existing context;

- improve access and connections to transit stations;
- promote multi-modal streets allowing pedestrian and cycling connections;
- protect lands that may be required for future transit infrastructure;
- enable Inclusionary Zoning within MTSA's;
- maintain a balanced mix of uses by minimizing loss of non-residential uses;
- require land use compatibility by mitigating impacts on employment areas;
- encourage a range of housing choices and options;
- protect and mitigate against natural hazards such as flooding;
- protect and enhance the natural heritage system;
- minimize surface parking;
- require high quality public realm;
- strengthen and expand the existing transportation network, prioritizing pedestrian and cycle routes;
- require safe and unobstructed access to public parks within 400m to residential areas; and

Policy 5.6.19.17 also address the status of Planned MTSA's in line with the RPOP requirements for local municipal MTSA policies.

Mississauga Official Plan (Consolidation, 2021)

The proposed City-Wide Major Transit Station Area (MTSA) Official Plan Amendments (OPAs) reinforce the current policies and objectives of Mississauga Official Plan (MOP) and will include a new MTSA section in the Official Plan. This will result in existing MTSA policies within the MOP being amended or deleted as appropriate to conform to the new Peel 2051 Region of Peel Official Plan. Please see more details below:

- **City Structure and Growth:** Chapter 5, Section 5.3 identifies an urban hierarchy and recognizes the different functions of various City Structure elements across the city. The OPAs create new policies specific to MTSA's that provide a framework to facilitate and guide transit-supportive development that is respectful of the established City Structure.
- **Employment:** Policies 5.5.10 and 10.4.5 encourage major office and retail development to be located within major transit station areas. The proposed policies require existing non-residential uses to be retained within PMTSA's.
- **Parks and Open Spaces:** Chapter 6, Section 6.3 provides city-wide direction for Mississauga's green system that is comprised of the natural heritage system, urban forest, natural hazard lands and parks and open spaces. The proposed policies provide further direction for development within the floodplain and the expansion of parks and open space to serve future growth.
- **Complete Communities:** Chapter 7 provides city-wide direction for complete communities. Policies identify the need to plan for complete communities that meet the

daily needs of people and offer a range of services, employment and residential opportunities. The OPAs propose policies that support the development of transit-supportive communities with a balanced mix of uses, including community infrastructure, and different modes of transportation.

- **Housing:** Section 7.2 provides city-wide direction to ensure suitable housing for people of all stages of life. The proposed MTSA policies enable the provision of Inclusionary Zoning to provide affordable housing options in accordance with certain requirements.
- **Multi-Modal Transportation:** Chapter 8 aims to create sustainable communities with multi-modal transportation networks, encourages a shift towards more sustainable modes of transportation and prioritizes the creation of a fine-grained road pattern in Intensification Areas. The proposed policies seek additional active transportation connections through new development, including the prioritization of pedestrian and cycling routes.
- **Urban Form:** Chapter 9 provides city-wide direction to build a desirable, sustainable built form with high quality urban design and public realm that contributes to a strong sense of place. The proposed policies require a development to provide a high standard of streetscape in both the public and private realm.

City of Mississauga
Corporate Report



<p>Date: April 14, 2022</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's files: LA.07-CIT</p>
	<p>Meeting date: May 9, 2022</p>

Subject

PUBLIC MEETING INFORMATION REPORT (All Wards)

City-Wide Major Transit Station Area Study - Draft Official Plan Amendment

Recommendation

That the report titled "City-Wide Major Transit Station Area Study - Draft Official Plan Amendment" dated, April 14, 2022, from the Commissioner of Planning and Building, and any submissions received at the public meeting held on May 9, 2022, be received for information.

Executive Summary

- As part of the Peel 2051 Regional Official Plan Review and Municipal Comprehensive Review (MCR) process, local municipalities are required to develop detailed Major Transit Station Area (MTSA) policies to conform to the proposed new Region of Peel Official Plan.
- MTSA's are to be planned to support the development of complete and transit-supportive communities that accommodate future growth with a balance of residents and jobs; through a diverse mix of land uses, housing types, tenures and affordability, employment, and amenities.
- This report presents the draft Official Plan Amendment (OPA) for Council's consideration, which includes the proposed city-wide policies for 54 MTSA's and 8 Planned MTSA's. The proposed OPA incorporates policies that identify delineated boundaries, land uses, densities, building heights; and provide direction on land use compatibility, urban design, connectivity, community infrastructure. It also provides general policies for future Planned Major Transit Station Areas.

Originator's file: File names

- As a result of many previous planning studies across the City, current Official Plan policies within many MTSAs already contain land uses and heights that can achieve the minimum density targets prescribed by the Region and Province. The draft OPA adds additional support and protection to these policies.
- All 54 MTSAs identified by the Region for the City of Mississauga are proposed to be delineated as Protected Major Transit Station Areas (PMTSA) to enable the implementation of inclusionary zoning as an affordable housing tool and provide protection from appeal as set out by the Planning Act for boundaries, land uses, heights and densities.
- The draft OPA includes mapping identifying delineated boundaries, land use designations and building heights for each PMTSA. It is intended that these maps also reflect the approval of ongoing local area study recommendations related to changes in land use designations and heights in the final version of the OPA.
- This report outlines the consultation process that has been undertaken and future engagement, to receive feedback on the proposed policies.
- A Recommendation Report with the final OPA and a summary of comments received will be prepared for Council's consideration at a future public meeting.

Background

The City-wide Major Transit Station Area (MTSA) Study was undertaken in response to various provincial and regional policies and legislative changes intended to direct a large segment of future development to these areas. In short, the Region and Province establish boundaries and minimum density targets, while the city is responsible for land uses, heights and design criteria.

Growth Plan 2020 - Major Transit Station Areas (MTSAs)

The Provincial "Place to Grow 2020" (Growth Plan) contains policies intended to guide development across the Greater Golden Horseshoe. The policies direct a significant portion of new development to existing built-up areas to achieve the 2051 population and employment targets, with most of that growth directed to Strategic Growth Areas that have high development potential and are well-served by transit, such as Major Transit Station Areas.

The Growth Plan set out the policy framework for the creation of MTSAs and describes them as *"the area including and around any existing or planned higher order transit station within a settlement area...MTSAs generally are defined as the area within a 500 to 800 metre radius of a transit station or stop, representing a 10-minute walk"*.

The Growth Plan requires *"planning be prioritized for major transit station areas on priority transit corridors in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station"*. Priority transit corridors in the City of Mississauga include the Hurontario LRT, Highway 403 Transitway, and the Lakeshore West and Kitchener GO Transit rail lines.

Originator's file: File names

The Growth Plan prescribes minimum density targets for MTSA's which are 160 people plus jobs per hectare (ppj/ha) for LRT and BRT supported MTSA's and 150 ppj/ha for GO stations.

Official plans must delineate MTSA boundaries and demonstrate how they will be planned to achieve the density targets. The Growth Plan also requires development be supported, where appropriate, by a diverse mix of uses, affordable housing, alternative development standards, such as reduced parking standards and multimodal access. These policies require amendment to the Region of Peel and Mississauga Official Plans in order to conform.

Protected Major Transit Station Areas (PMTSA's)

Section 16(16) of the *Planning Act* states that the official plan of an upper-tier municipality such as the Region of Peel, may include policies that identify the area surrounding and including an existing or planned higher order transit station or stop as a "Protected" MTSA (PMTSA). To achieve this designation municipalities must delineate the boundaries, identify minimum number of residents and jobs per hectare and require the Official Plans of lower-tier municipalities (City of Mississauga) to include policies identifying minimum densities and land uses. The identification of a PMTSA is also a prerequisite for the City to implement Inclusionary Zoning by-laws.

The *Planning Act*, also specifies there are no OLT appeals to PMTSA policies that identify delineated boundaries, authorized uses of land, buildings and structures and minimum and maximum building heights and densities. However, Regional MTSA policies must be approved by the Province for this to take effect. Once established, any amendments to a PMTSA will require a local Council resolution and will be subject to approval by the Region, inclusive of minor variances.

Staff are proposing that all MTSA's identified by the Region of Peel for the City of Mississauga be delineated as PMTSA's in order to implement inclusionary zoning by-laws and be afforded the protection of appeal for the applicable policies.

Regional Official Plan Amendment

The Region of Peel Official Plan establishes upper-tier policy direction for the entire Region including the City of Mississauga. The *Planning Act* requires the Region's Official Plan to be reviewed and conform to provincial policies by July 2022. The Region has completed the Peel 2051 Official Plan Review and Municipal Comprehensive Review (known as 'Peel 2051') work program to bring the current official plan into conformity with the Growth Plan 2020, Provincial Policy Statement 2020 (PPS) and other provincial policy initiatives. These reviews have resulted in proposed amendments and a new Peel 2051 Region of Peel Official Plan (RPOP) for consideration at the April 14, 2022 meeting of Regional Council.

The proposed RPOP contains a range of new and revised policies to guide growth and development across the region to align with the most recent Provincial policy direction, including those related to MTSA's. Local municipal official plans are required to conform to the Region's within one year of its approval by the Province.

Regional Proposed MTSA Policies

The proposed new RPOP, identifies the location of 62 Major Transit Station Areas (MTSA's) in the City of Mississauga, shown in Appendix 1. Of those 62 locations, 54 MTSA's are proposed to

Originator's file: File names

be delineated in the Region's Official Plan; and 8 MTSA's are proposed as Planned Stations, to be delineated at a later date when infrastructure planning and investment is better known.

The 54 MTSA's are situated along the Kitchener, Lakeshore West, and Milton GO Rail lines, Hurontario LRT Corridor, the 403 and 407 Transitway Corridors, as well as the Dundas and Lakeshore Bus Rapid Transit Corridors. The draft Region MTSA policies recognize that each station will be unique and be influenced by its local condition, growth potential and limitations and that not all stations will achieve the same mix of land uses or intensity of development.

The draft RPOP policies encourage a mix of uses, a range of station typologies, support for complete communities and multimodal station access. The policies also set out the framework for local municipalities to establish more detailed policies related to land uses, heights, densities, and allow the provision of inclusionary zoning to support housing affordability.

The Region is responsible for delineating the Major Transit Station Area boundaries and setting the minimum density targets in terms of ppj/ha. The City is responsible for setting land use designations, building heights, densities and detailed MTSA policies within the boundaries set by the Region.

Comments

The incorporation of MTSA policies into the Mississauga Official Plan does not represent a fundamental shift in planning direction. The city has planned for transit oriented development for decades. Based on building permits from January 1, 2014 to December 31, 2021, 62% of all new units have been within the proposed MTSA boundaries. This number increases to 79% when looking at apartment units only¹. At a high level, the proposed MTSA policies would allow for the following:

- The implementation of inclusionary zoning, once the MCR is approved by the Province
- Appeal protections for land-use, height and density policies, provided there is conformity to Regional and Provincial policies.
- Implementation of the recommendations of a number of ongoing or recently completed local area studies.

Current Official Plan and MTSA Policies

The current Mississauga Official Plan policies within proposed PMTSA's have been assessed to determine whether they could achieve the Provincial and Regional MTSA requirements. The Hurontario Corridor has been subject to many planning studies that have resulted in transit-supportive strategic growth areas such as Uptown Node, Gateway Corporate Centre, Downtown and Port Credit Community Node which can achieve MTSA targets and objectives. The Ninth Line Neighbourhood Character Area is another such area. In these areas, the draft MTSA OPA policies act to reinforce the type and scale of growth already envisioned by the Mississauga Official Plan.

¹ Building permit values may not net out replacement of existing units

Originator's file: File names

In other areas growth may be constrained by the local context. Growth opportunities in PMTSAs along the Highway 403 Bus Rapid Transitway and Malton GO PMTSA are limited by proximity to the airport or not permitted within the Highway 403 right-of-way. In these areas the draft MTSA OPA policies will encourage transit-supportive development on lands where opportunities do exist and are appropriate.

A number of PMTSAs will be affected by the outcomes of recently completed or ongoing local area planning studies such as the Dundas Corridor Policy Implementation, Lakeshore East Corridor Study, Downtown Fairview, Cooksville, and Hospital Policy Review and the Clarkson Transit Station Area Study. All these studies are also focused on optimizing opportunities for appropriate transit-supportive growth that achieve the goals of MTSA. Once approved, the recommendations from these studies will be reflected in the MTSA policies of the Mississauga Official Plan.

Changes to the Official Plan

The proposed OPA will establish a policy framework that provides for transit-supportive development within MTSA. It will also include changes to existing schedules and mapping, a summary table of key MTSA requirements, and where necessary updating existing policies in the Official Plan that relate to MTSA. The following is a general summary of the key main policy components of the proposed OPA, attached as Appendix 2 to this report.

1. City Wide MTSA Policies

The proposed city wide policies implement a framework to promote transit-supportive development within MTSA across the City. Through the proposed policies, MTSA are to accommodate future growth with development that provides a diverse mix of land uses to support a balance of residents and jobs, a variety of housing types, tenures and affordability options, and amenities that support existing and planned transit and active transportation infrastructure.

The proposed policies will form part of a new section in Part 2 – Chapter 5 Direct Growth in the Official Plan. The new section will include policies related to land use, density and building height requirements. The proposed policies identify all delineated MTSA as Protected Major Transit Station Areas (PMTSA) as defined under the *Planning Act*.

Other City-wide policies that address urban design, land use compatibility, multi-modal connectivity, and improved community infrastructure are also proposed in order realize the vision for MTSA as complete communities.

2. MTSA Mapping

The proposed OPA includes changes to “Schedule 2 – Intensification Areas” to reflect the boundaries of the 54 PMTSA and 8 Planned MTSA as determined by the Region of Peel.

More detailed mapping will be provided in a new “Schedule 11 – Major Transit Station Areas”. The new Schedule 11 will include sub-maps that clarify station area boundaries, land use designations and building height requirements for each PMTSA shown in Appendix 3. A table listing all the PMTSA and the associated mapping and density requirements will be added as part of the new MTSA section in Chapter 5 of the Official Plan.

3. Land Use

When assessing PMTSA land uses, the areas were split into two categories. The first grouping considers areas where no changes to the existing Official Plan land uses are proposed. These are shown in Appendix 3.

The second category considers PMTSAs where studies are currently underway which will be completed shortly (i.e. Dundas Corridor Policy Implementation, Downtown Fairview, Cooksville and Hospital Policy Review and Lakeshore East Corridor Study). The proposed land use schedules currently contemplated by these studies are provided in Appendix 4. The Schedule 11 mapping will be updated to incorporate study approvals in the final version of the Official Plan Amendment.

Recent growth in the City's proposed mixed use PMTSAs has been very heavily weighted towards residential versus non-residential development. In response, staff are proposing a policy that would help maintain existing retail, office and institutional space when such uses are being redeveloped in PMTSAs. Redevelopment that results in a loss of non-residential floor space, will not be permitted unless it can be demonstrated that the planned function of the non-residential component will be maintained or replaced as part of the redevelopment. The proposed policy framework promotes complete communities that will continue to meet the needs of existing and new residents and businesses.

4. Buildings Heights

The current Mississauga Official Plan includes building height requirements, which allow for appropriate transit-supportive development and growth, they are shown in Appendix 3.

Existing building height policies have been amended only where necessary to achieve the individual PMTSA minimum density targets. This includes PMTSAs along Dundas Street, Lakeshore Road East, and from Burnhamthorpe Road East to the Queen Elizabeth Way Highway (QEW) along Hurontario Street; these are shown in Appendix 4. This is largely a technical change and will be reflected in the final version of the Official Plan Amendment.

5. Densities

In order to conform with both the Provincial and Regional MTSA requirements, the City's draft policies include minimum densities, represented in Floor Space Index listed in Table 5-2 of the draft OPA as shown in Appendix 2. The minimum required densities in combination with the proposed heights, will support future development growth for each PMTSA and achieve the Region's required density targets.

The proposed minimum densities are intended to be achieved over the long-term, measured cumulatively across the entire PMTSA. These minimum densities are included to address the legislative requirement but in an urban city such as Mississauga the Official Plan policies related to heights and people plus jobs per hectare permit much higher densities than the minimum.

6. Character Area Specific MTSA Policies

In addition to the City-wide MTSA policies in Chapter 5, other policies that apply to a specific PMTSA or a portion of a PMTSA will be included in other sections of the Official Plan. These policies, generally related to permitted land uses and maximum building heights, will be informed by the outcomes of area specific planning studies and will be included in the applicable

Originator's file: File names

Character Area section of the Plan depending on the location of the PMTSA. They will be identified as PMTSA specific policies and will also be subject to the regulations of the *Planning Act*.

This approach will be reflected in the proposed draft official plan amendments for both the Dundas Corridor Policy Implementation and Downtown Fairview, Cooksville, and Hospital Policy Reviews to be considered concurrently with this MTSA OPA.

Overtime, additional PMTSA policies may be proposed within other Character Area sections as part of future studies and reviews.

7. Inclusionary Zoning

The proposed OPA will create 54 Protected Major Transit Station Areas which will enable the implementation of Inclusionary Zoning (IZ) as an affordable housing tool. Inclusionary zoning is a tool that enables municipalities to require affordable housing units in new residential construction. Detailed IZ policies are being developed separately in coordination with the Region. The proposed OPA will define the applicable area where future IZ requirements may apply. Planning and Development Committee will receive an update on IZ at its May 30th meeting. IZ cannot come into force until the Regional MCR policies related to MTSA are approved by the Province.

8. Clarity and Legibility

The proposed policies are structured to provide clarity and easy reference. The proposed OPA includes updates to the Glossary to clearly define new terminology related to the MTSA policy framework. Additional amendments are also proposed for other sections of the Official Plan to minimize repetition, consolidate related policies, and update inconsistencies. This is to ensure clarity in the overall MTSA policy direction and language of the Official Plan.

Financial Impact

There are no immediate financial impacts resulting from the recommendations in this report.

Engagement and Consultation

The proposed draft policies take into account the feedback received through multiple engagement activities undertaken with the community. The following is an overview of some of those engagement activities:

- **Virtual Community Meetings:** Community meetings were organized, to discuss the overall policy approach and present the general draft policies in line with the proposed Region of Peel MTSA policies. The meetings included a staff presentation and a chat forum to ask staff questions.
- **Circulation to Stakeholder:** Staff circulated the draft policies to stakeholders to receive their insights and input. Key stakeholders include indigenous community leaders and partners whose input is necessary to ensure that the indigenous perspective is incorporated into the policy development process.

Originator's file: File names

- **“Your Say” webpage:** A dedicated web page was launched containing project information, background documents, and a frequently asked questions section (please visit <https://yoursay.mississauga.ca/major-transit-station-areas>)

Conclusion

The proposed OPA will implement a policy framework for City-wide MTSA's to provide direction for land uses, building heights, densities, urban design, land use compatibility, connectivity and community infrastructure to accommodate future growth in the City. The proposed policies will promote complete communities through transit-supportive development to achieve the density targets in line with Regional and Provincial requirements.

Following the input received at the Statutory Public Meeting, a Recommendation Report and final draft Official Plan Amendment will be prepared for a future Planning and Development Committee meeting.


Attachments

Appendix 1: Region of Peel Draft Official Plan Amendments (March 2022) – Schedule E5

Appendix 2: City-wide Major Transit Station Areas - Draft Official Plan Amendment (Policies)

Appendix 3: City-wide Major Transit Station Areas - Draft Official Plan Amendment (Schedule 11)

Appendix 4: Emerging Schedule 11 Recommendations (Pending Approval of Local Area Studies)



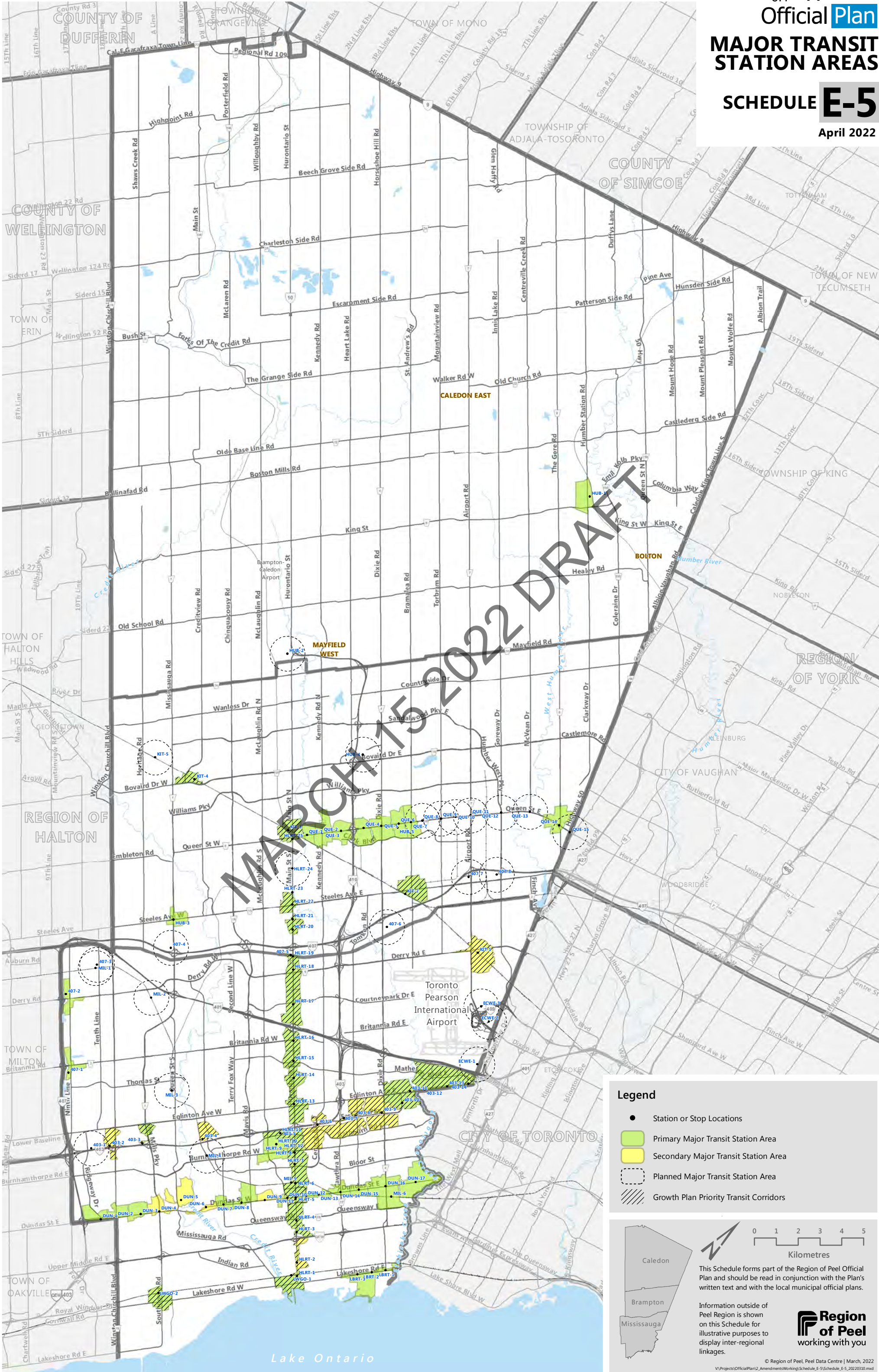
Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Bashar Al-Hussaini, Planner, City Planning Strategies

**MAJOR TRANSIT
STATION AREAS**

SCHEDULE E-5

April 2022



Legend

- Station or Stop Locations
- Primary Major Transit Station Area
- Secondary Major Transit Station Area
- Planned Major Transit Station Area
- ▨ Growth Plan Priority Transit Corridors

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the local municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

Region of Peel
working with you

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V:\Projects\OfficialPlan2_Amendments\Working\Schedule_E-5\Schedule_E-5_20220310.mxd

Lake Ontario

Notes:

Existing policies are shown in the black text; proposed new changes are shown in the red text; proposed deletions to existing policies are shown as ~~strike-outs~~.

5.7. Major Transit Station Areas

Major Transit Station Areas are to be developed to accommodate future growth with a balance of residents and jobs through a diverse mix of land uses, housing options, tenures and affordability, employment, and amenities that support existing and planned transit and active transportation infrastructure. **Major Transit Station Areas** are generally areas within an approximate 500 to 800 metre radius of a transit station or stop, primarily along existing or planned transit corridors, representing about a 10-minute walk.

Each **Major Transit Station Area** is unique and will be planned based on its local context, growth potential and limitations to determine appropriate densities and transit-supportive development. Not all stations or sites will achieve the same mix of land uses or intensity of development. Some will absorb higher density development with a broader range of uses, building types and massing, while others may experience modest growth due to limited development opportunities. There will be station areas that may not be able to achieve the requirements of **transit-supportive** development in the short-term but are planned for future **transit-supportive** densities, uses, and active transportation connections.

Major Transit Station Areas may include one or more City Structure Character Areas defined in this Plan within its boundaries. The **Major Transit Station Areas** policies will be additional to established City Structure Character Area policies of this Plan.

The following policies implement a framework to facilitate **transit-supportive** development in **Major Transit Station Areas** across the City. They include policies for authorized uses of land, buildings and structures, building heights and densities that are protected under Subsection 16(16) of the *Planning Act*. Additional policies may be developed for each **Major Transit Station Area**, and included in other sections of this Plan; they will be determined through City-initiated studies.

The boundaries of individual **Major Transit Station Areas**, associated densities, number of residents and jobs combined per hectare, land uses, and building

heights, identified in Table 5-2: Protected Major Transit Station Areas and referenced Schedules, are required to achieve the Region of Peel's **Major Transit Station Areas** minimum density targets.

5.7.1 General

5.7.1.1 The following policies are to be read in conjunction with the policies of this Plan. In the event of a conflict, the policies in this Section and those identified as being protected elsewhere in the Plan will take precedence.

5.7.1.2 Lands subject to the policies of this Section are shown on Schedule 2: Intensification Areas of this Plan.

5.7.1.3 All delineated **Major Transit Station Areas** in this Plan are considered **Protected Major Transit Station Areas**.

5.7.1.4 The boundaries of **Protected Major Transit Station Areas** are shown on Schedule 11: Protected Major Transit Station Areas referenced in Table 5-2: Protected Major Transit Station Areas.

5.7.1.5 To facilitate and guide future development, additional City-initiated studies may be prepared for Protected Major Transit Station Areas. The Council approved recommendations of these studies will be incorporated into this Plan, where appropriate. These studies will set out, among other matters, policies to support:

- a. appropriate mix of land uses and amenities that foster vibrant, **transit-supportive** neighbourhoods;
- b. development to accommodate growth that recognizes the character and scale of the surrounding community;
- c. improved access and connectivity to transit stations and stops;
- d. an interconnected and multi-modal street network that encourages walking, cycling and the use of transit;
- e. high quality public realm improvements;
- f. land use compatibility and the separation or mitigation of impacts on sensitive land uses in surrounding areas; and

- g. protection of lands that may be required for future enhancement or expansion of transit infrastructure.

5.7.1.6 Inclusionary zoning will apply to specific **Protected Major Transit Station Areas** to increase housing affordability.

5.7.1.7 Partnerships will be explored with the Region of Peel and non-profit housing organizations to provide housing with deeper affordability to lower income households.

5.7.2 Land Uses

5.7.2.1 The authorized uses of land are as identified by the land use designations shown in Schedule 11: Protected Major Transit Station Areas referenced in Table 5-2: Protected Major Transit Station Areas. The associated land use permissions are as per Part 3: Land Use Designations of this Plan, and applicable Local Area Plans.

5.7.2.2 Redevelopment within Mixed Use and Downtown Mixed Use designated lands that results in a loss of non-residential floor space, will not be permitted unless it can be demonstrated that the planned function of the non-residential component will be maintained or replaced as part of the redevelopment.

5.7.2.3 Maintaining the non-residential planned function means providing:

- a. a concentration of convenient, easily accessible office, retail and service commercial uses that meet the needs of local residents and employees; and
- b. employment opportunities, such as office, recreation, and institutional jobs.

5.7.2.4 Development will contribute towards the creation of **transit-supportive** communities by:

- a. including a broad and balanced mix of land uses, with a range of residential and non-residential uses;
- b. providing housing choices to facilitate affordable housing options with a mix of tenure, affordable rental and ownership options for lower and middle income households;

- c. including a range of employment uses to achieve a well balanced mix of office and retail uses;
- d. recognizing that some **Protected Major Transit Station Areas** will have limited opportunities to accommodate a mix of uses and varying building forms due to the existing and planned context;
- e. undertaking required land use compatibility assessments as identified by the City;
- f. protecting and mitigating against natural hazards including flood risk;
- g. identifying, protecting, restoring, and enhancing the Natural Heritage System and the Water Resource System, and promoting the establishment of natural linkages;
- h. providing high quality pedestrian-friendly public realm improvements to enhance connections to transit stations; and
- i. providing high quality pedestrian-friendly public realm improvements to enhance connections to transit stations.

5.7.3 Density

5.7.3.1 The required minimum residents and jobs combined per hectare for each **Protected Major Transit Station Area** are shown in Table 5-2: Protected Major Transit Station Area.

5.7.3.2 New development will be planned for, in conjunction with existing development densities, to achieve the minimum residents and jobs combined per hectare, through the building height requirements shown in Schedule 11: Protected Major Transit Station Area, and the minimum Protected Major Transit Station Area Floor Space Index (FSI) shown on Table 5-2: Protected Major Transit Station Area.

5.7.3.3 The minimum FSI will be achieved over the long-term, and is a cumulative measure of planned density across the lands within a **Protected Major Transit Station Area**. Individual development proposals do not need to meet the minimum FSI target.

5.7.4 Heights

5.7.4.1 Minimum and maximum building heights for **Protected Major Transit Station Area** are shown

on Schedule 11: Protected Major Transit Station Area and referenced in Table 5-2: Protected Major Transit Station Area.

5.7.5 Compatibility

5.7.5.1 Development will ensure compatibility with surrounding areas by mitigating impacts to and not interfere with existing or future operations of adjacent uses in Employment Areas and employ appropriate mitigation and compatibility measures as identified and secured through the development application review process.

5.7.5.2 Sensitive land uses, including residential uses, proposed outside of and adjacent to or near to Employment Areas, (including lands designated Industrial or Business Employment) or within the influence area of major employment facilities will need to demonstrate, to the satisfaction of the City, that:

- a. the use is appropriate in accordance with the policies of this Plan and subject to land use compatibility assessments, which may be subject to third party peer review retained on behalf of the City at the applicant's expense;
- b. the recommended mitigation measures which contribute to an appropriate living environment have been implemented; and
- c. the use would not adversely affect the overall viability of the employment area.

5.7.6 Urban Design

5.7.6.1 In addition to the Urban Form policies in Section 9 of this Plan, additional policies, built form standards and guidelines may be developed, and determined through future studies and Local Area Plan reviews.

5.7.6.2 Developments will:

- a. minimize surface parking;
- b. ensure that where structured parking is proposed, incorporate other uses, such as residential and non-residential, along the periphery of the structure at ground level; and
- c. provide a high standard of public and private realm **streetscape** design that is coordinated and comprehensive, which includes street furniture, public art, building forecourts, open space, transit

shelters, bicycle parking, tree planting, and the sensitive placement of utilities with consideration for the public and private realm.

5.7.7 Connectivity

5.7.7.1 The existing transportation network will be strengthened and expanded with new roads and streets, pedestrian and mid-block connections, and multi-modal access to **higher order transit** stations and stops.

5.7.7.2 Development will contribute to an interconnected street pattern that is multi-modal, which encourages walking, cycling and the use of transit.

5.7.7.2 Pedestrian and cycling routes will be prioritized and located strategically to ensure safe, seamless, unobstructed and efficient access from new and existing developments.

5.7.8 Community Infrastructure, Parks and Open Spaces

5.7.8.1 New development shall protect, enhance and expand the City's network of public parks and open spaces, based on applicable City plans, to support population and employment growth. A phasing plan or strategy may be required for the expansion of the parks and open space network as part of the development application process.

5.7.8.2 City owned playgrounds should generally be provided within 400m of residential areas, where appropriate, unimpeded by major pedestrian barriers. Should public parks or open spaces not exist, development will dedicate land for park purposes at the discretion of the City.

5.7.8.3 New or expanded community infrastructure, parks, and open spaces will be designed to meet the anticipated community needs resulting from development.

5.7.8.4 The delivery of community infrastructure, parks, and open spaces will be identified through the development application process and City-initiated studies.

5.7.9 Planned Major Transit Station Areas

Planned **Major Transit Station Areas** do not have delineated boundaries or minimum density targets.

5.7.9.1 Planned **Major Transit Station Areas** are shown on Schedule 2: Intensification Areas.

5.7.9.2 Until such time as Planned **Major Transit Station Areas** are delineated, the existing City Structure and Character Area policies of this Plan will continue to apply.

Table 5-2 Protected Major Transit Station Areas

Transit Corridor	Protected and Major Transit Station Areas	Minimum Residents and Jobs Combined /Hectare	Minimum Protected Major Transit Station Area FSI	Land Use Schedule	Building Height Schedule
403 Transitway	Winston Churchill 403	90	1.00	11-A	11-A
403 Transitway	Erin Mills 403	160	1.00	11-A	11-A
403 Transitway	Creditview	50	1.00	11-B	11-B
403 Transitway	Tahoe	160	1.10	11-C	11-C
403 Transitway	Etobicoke Creek	160	1.40	11-C	11-C
403 Transitway	Spectrum	160	1.00	11-C	11-C
403 Transitway	Orbitor	160	1.00	11-C	11-C
403 Transitway	Renforth	160	1.30	11-C	11-C
403 Transitway	Central Parkway	80	1.00	11-C	11-C
403 Transitway	Cawthra 403	50	1.00	11-C	11-C
403 Transitway	Tomken 403	90	1.00	11-C	11-C
403 Transitway	Dixie 403	130	1.40	11-C	11-C
407 Bus Rapid Transit	Britannia 407	160	1.00	11-D	11-D
407 Bus Rapid Transit	Derry 407	160	1.00	11-D	11-D
Dundas Street Bus Rapid Transit	Ridgeway	160	1.20	11-E	11-E
Dundas Street Bus Rapid Transit	Winston Churchill	160	1.00	11-E	11-E
Dundas Street Bus Rapid Transit	Glen Erin	160	1.00	11-E	11-E
Dundas Street Bus Rapid Transit	Erin Mills	100	1.00	11-E	11-E
Dundas Street Bus Rapid Transit	UTM	50	1.00	11-E	11-E
Dundas Street Bus Rapid Transit	Confederation Parkway	160	1.00	11-F	11-F
Dundas Street Bus Rapid Transit	Credit Woodlands	100	1.00	11-F	11-F
Dundas Street Bus Rapid Transit	Erindale Station	160	1.00	11-F	11-F
Dundas Street Bus Rapid Transit	Wolfedale	160	1.00	11-F	11-F
Dundas Street Bus Rapid Transit	Clayhill	100	1.00	11-F	11-F
Dundas Street Bus Rapid Transit	Kirwin	160	1.00	11-G	11-G
Dundas Street Bus Rapid Transit	Grenville	160	1.00	11-G	11-G
Dundas Street Bus Rapid Transit	Cawthra	160	1.00	11-G	11-G
Dundas Street Bus Rapid Transit	Tomken	160	1.00	11-G	11-G
Dundas Street Bus Rapid Transit/ Milton GO Rail	Dixie GO	160	1.00	11-G	11-G
Dundas Street Bus Rapid Transit	Wharton	160	1.00	11-G	11-G
Hurontario Light Rail Transit	Britannia	160	1.00	11-H	11-H
Hurontario Light Rail Transit	Courtney Park	160	1.00	11-H	11-H
Hurontario Light Rail Transit	Derry	160	1.00	11-H	11-H
Hurontario Light Rail Transit	Highway 407	160	1.00	11-H	11-H
Hurontario Light Rail Transit	Matheson	160	1.00	11-H	11-H
Hurontario Light Rail Transit	Eglinton	300	1.40	11-I	11-I
Hurontario Light Rail Transit	Bristol	160	1.00	11-I	11-I
Hurontario Light Rail Transit	Duke of York	400	1.80	11-J	11-J
Hurontario Light Rail Transit	City Centre	400	1.80	11-J	11-J
Hurontario Light Rail Transit	Robert Speck	400	1.50	11-J	11-J
Hurontario Light Rail Transit	Burnhamthorpe	400	1.00	11-J	11-J
Hurontario Light Rail Transit	Main	400	1.00	11-J	11-J
Hurontario Light Rail Transit	Fairview	300	1.00	11-K	11-K
Hurontario Light Rail Transit/ Milton GO Rail	Cooksville GO	300	1.10	11-M	11-L
Hurontario Light Rail Transit	Dundas	300	1.40	11-M	11-L
Hurontario Light Rail Transit	Queensway	300	1.00	11-M	11-L
Hurontario Light Rail Transit	North Service	300	1.00	11-M	11-L
Hurontario Light Rail Transit	Mineola	50	1.00	11-O	11-N
Hurontario Light Rail Transit/ Lakeshore West GO Rail	Port credit	200	1.30	11-O	11-N
Kitchener GO Rail	Malton GO	100	1.00	11-P	11-P
Lakeshore Bus Rapid Transit	Dixie Lakeshore	160	1.00	11-Q	11-Q
Lakeshore Bus Rapid Transit	Haig	300	1.00	11-Q	11-Q
Lakeshore Bus Rapid Transit	Lakefront Promenade	160	1.00	11-Q	11-Q
Lakeshore West GO Rail	Clarkson GO	150	1.00	11-R	11-R



0 500 1000 1500 2000
metres

Schedule 11 Protected Major Transit Station Areas

Major Transit Station Area (MTSA)

The information on this schedule reflects Council adopted amendments
The following amendments are under appeal and affect this schedule:

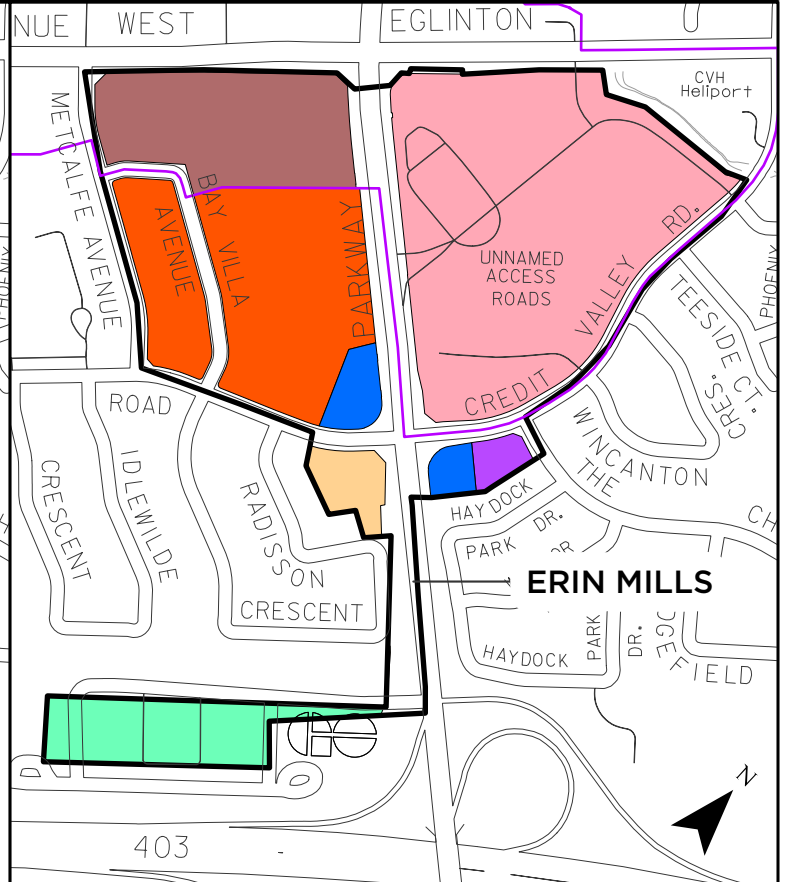
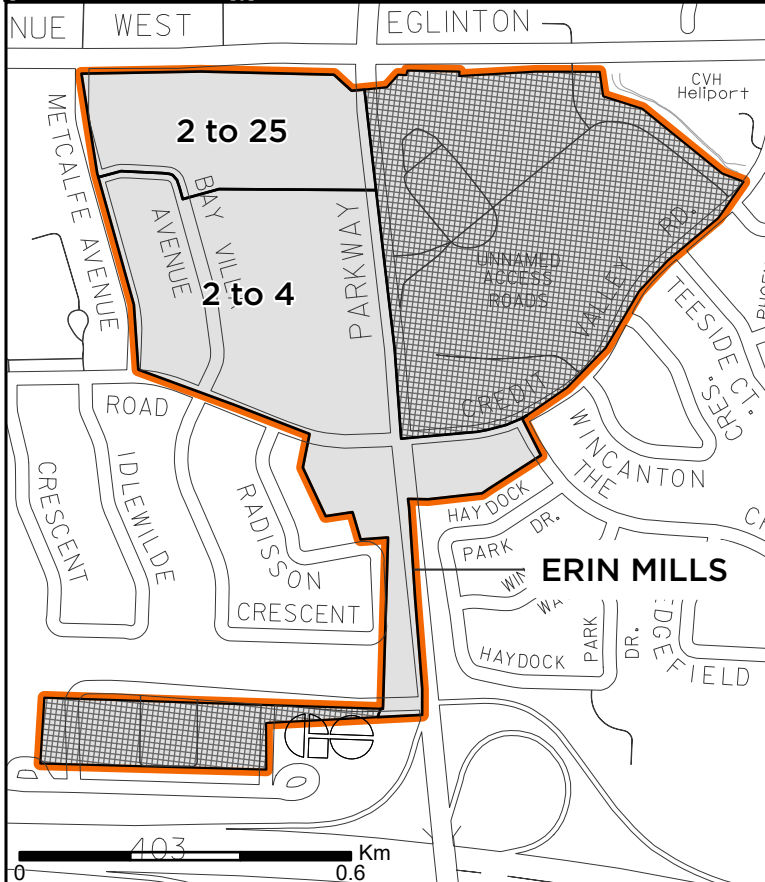
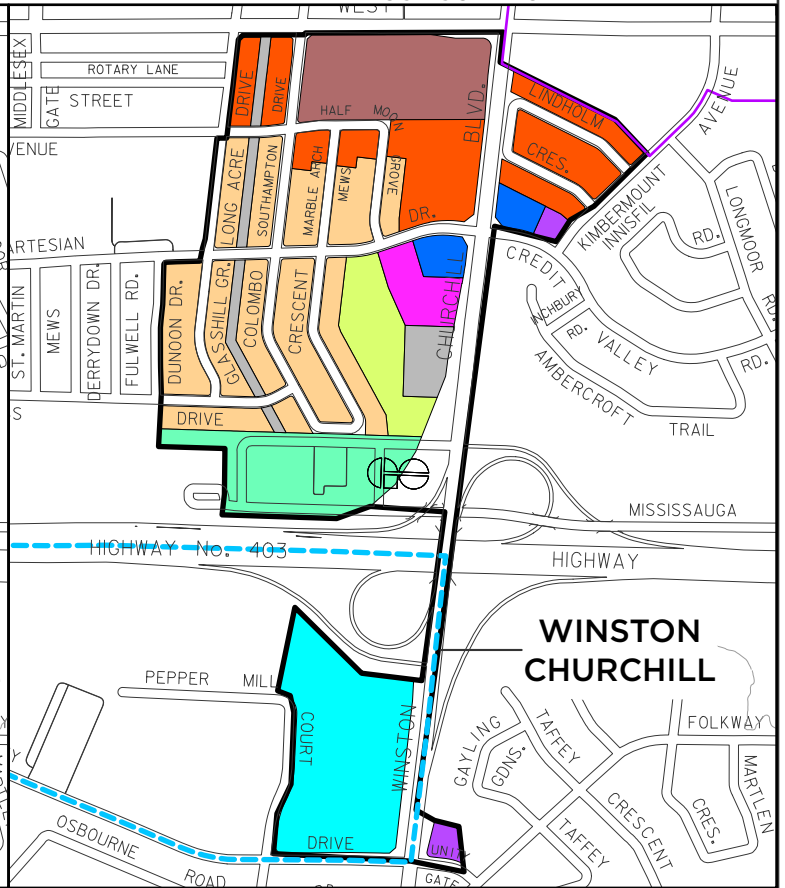
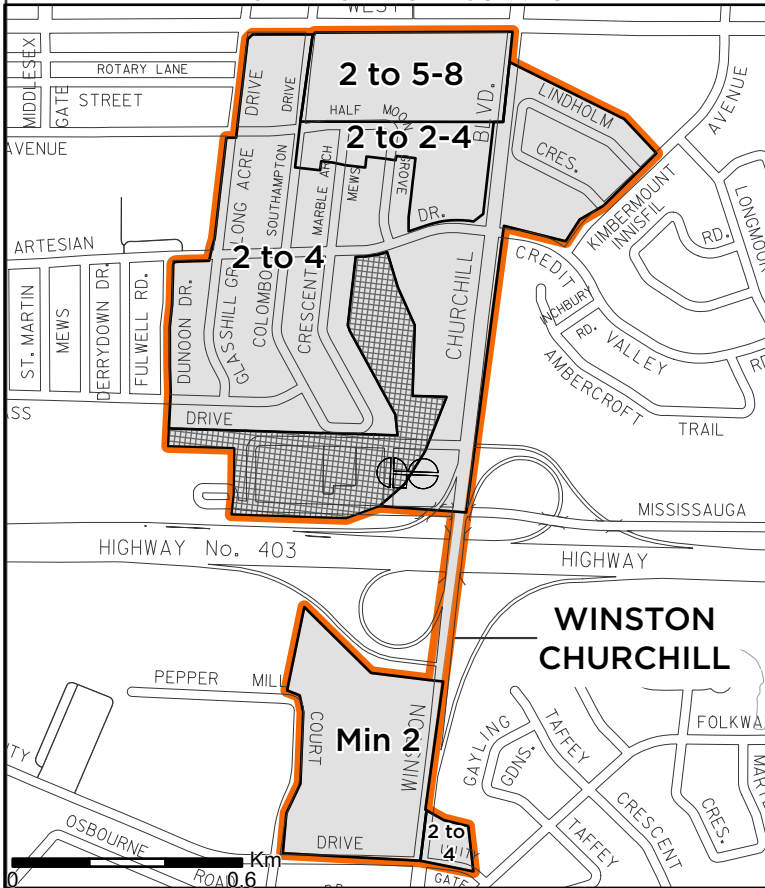
For in effect mapping information refer to the Consolidation Tables and
MOPA document.

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

(403 BRT- WINSTON CHURCHILL & ERIN MILLS)

BUILDING HEIGHT SCHEDULE

LAND USE SCHEDULE



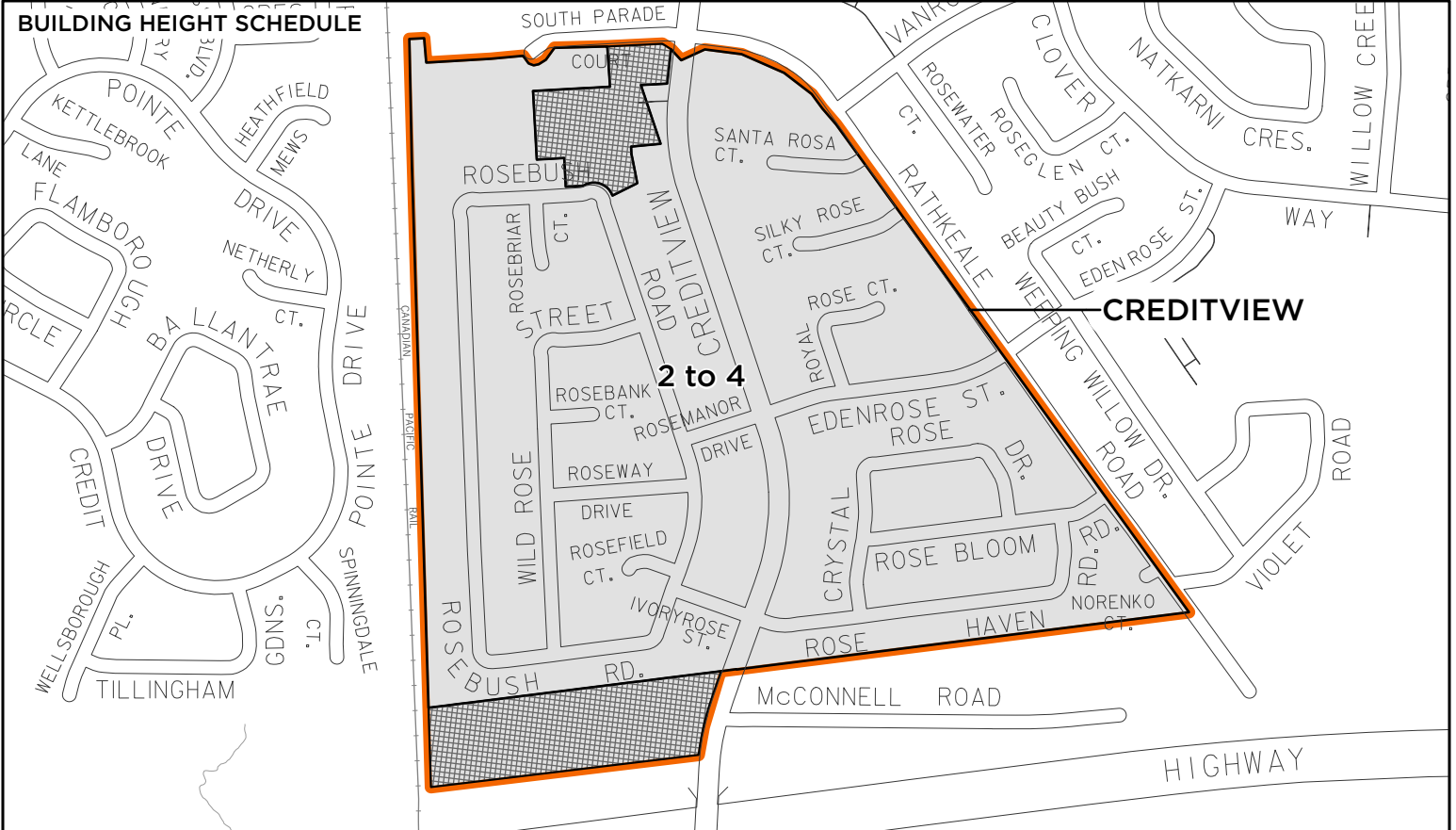
- PMTSA Boundary (Height Map)
- PMTSA Boundary (Land Use Map)
- Min # to Max # (In Storeys)
- Height Not Applicable
- Business Employment
- Convenience Commercial
- Greenlands
- Residential High Density
- Residential Low Density II
- Residential Medium Density
- Mixed Use
- Motor Vehicle Commercial
- Parkway Belt West
- Utility
- Institutional

- City Structure - Major Node
- City Structure - Employment Area

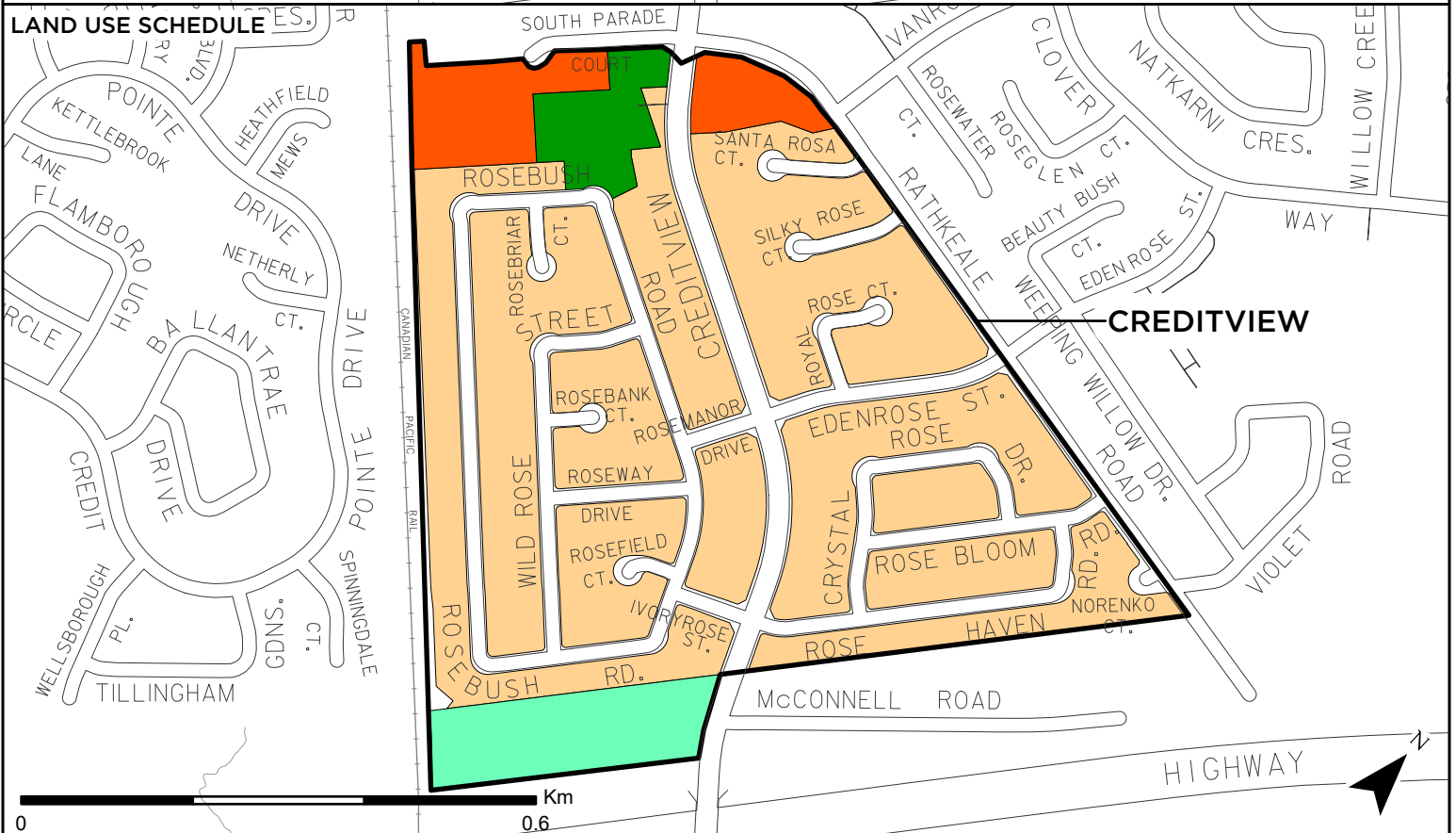
Schedule 11-A

(403 BRT- CREDITVIEW)

BUILDING HEIGHT SCHEDULE



LAND USE SCHEDULE

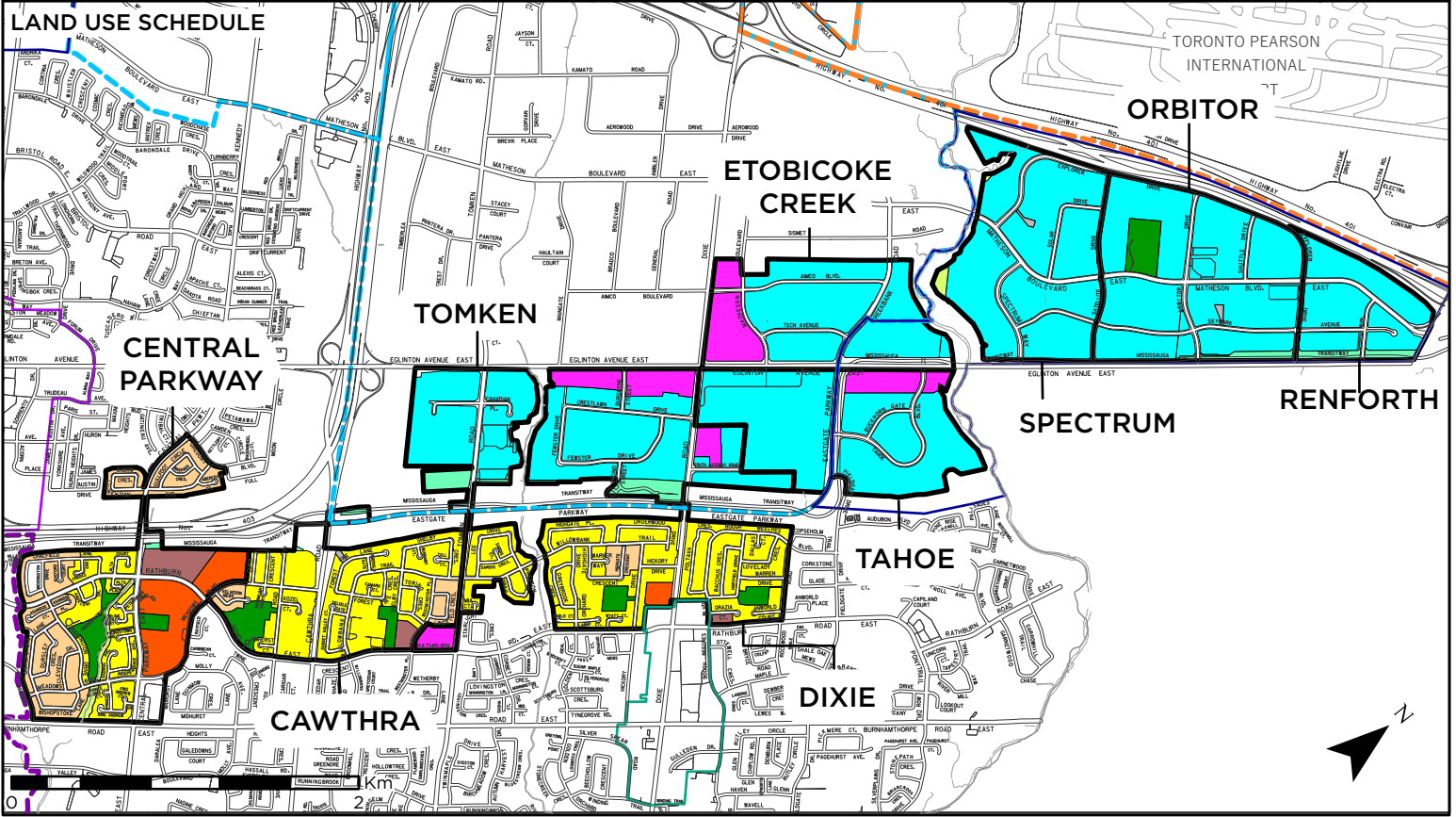
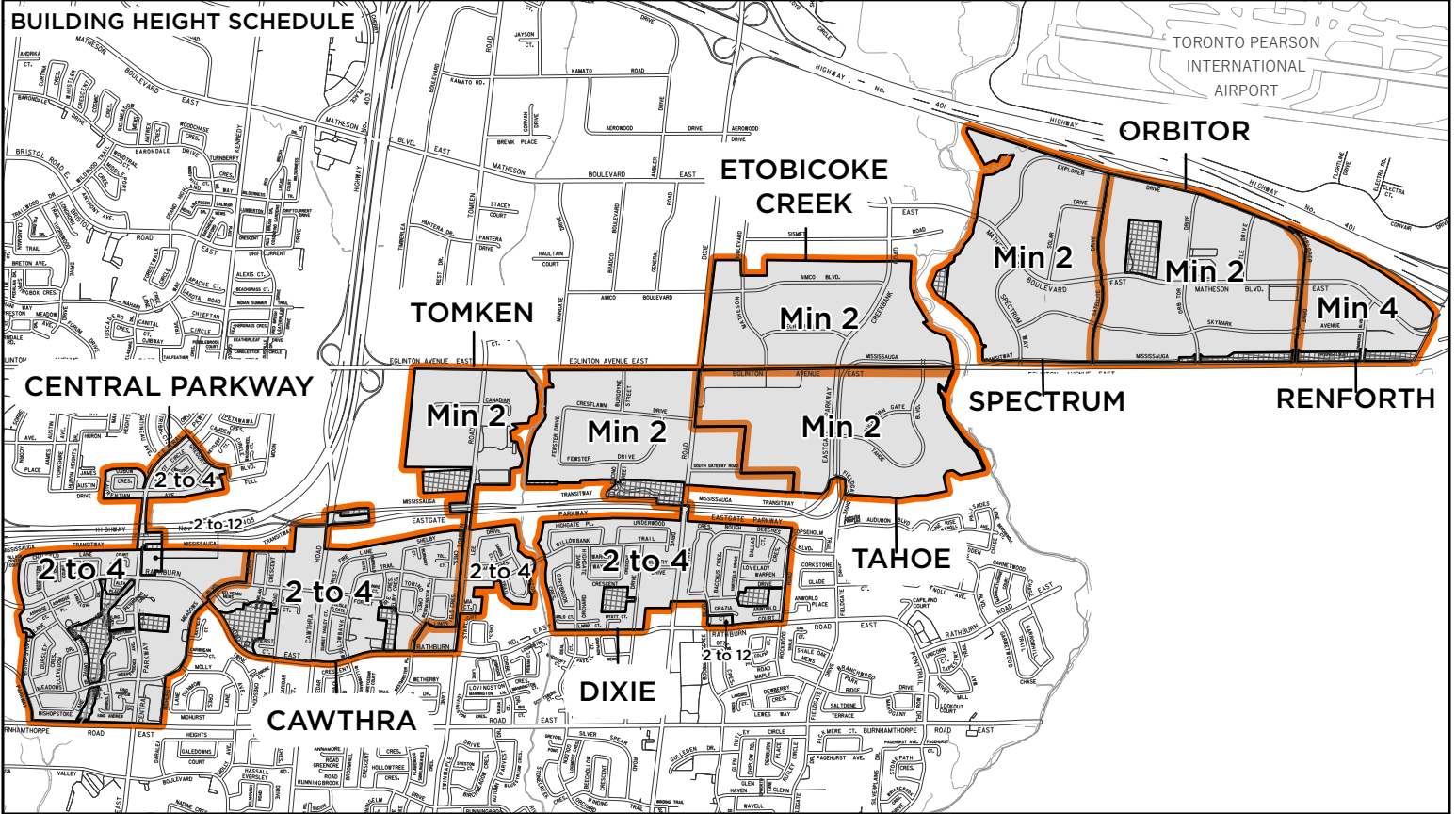


- PMTSA Boundary (Height Map)
- PMTSA Boundary (Land Use Map)
- Min # to Max # (In Storeys)
- Height Not Applicable
- Residential Low Density II
- Residential Medium Density
- Public Open Space
- Parkway Belt West

Schedule 11-B

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

(403 BRT- CENTRAL PARKWAY, CAWTHRA, TOMKEN, DIXIE, ETOBICOKE CREEK, SPECTRUM, ORBITOR, TAHOE, RENFORTH)



PMTSA Boundary (Height Map)	Residential High Density	Public Open Space	City Structure - Special Purpose Area
PMTSA Boundary (Land Use Map)	Industrial	Parkway Belt West	City Structure - Employment Area
Min # to Max # (In Storeys)	Residential Low Density I	Utility	City Structure - Community Node
Height Not Applicable	Residential Low Density II	City Structure - Downtown	
Business Employment	Residential Medium Density	City Structure - Major Node	
Greenlands	Mixed Use	City Structure - Corporate Centre	

Schedule 11-C

MISSISSAUGA

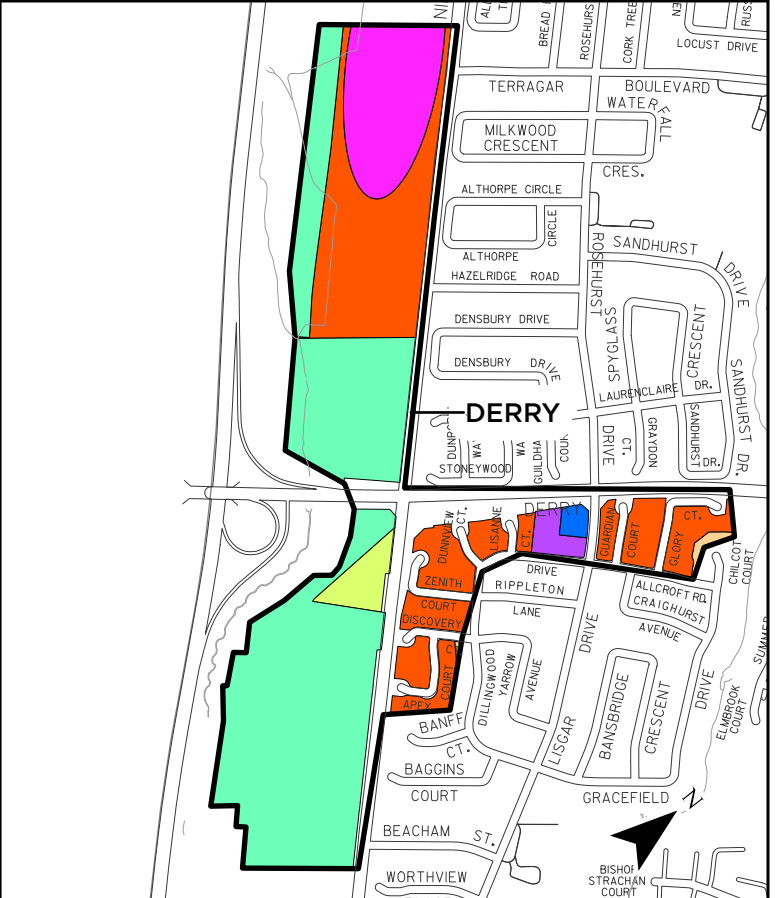
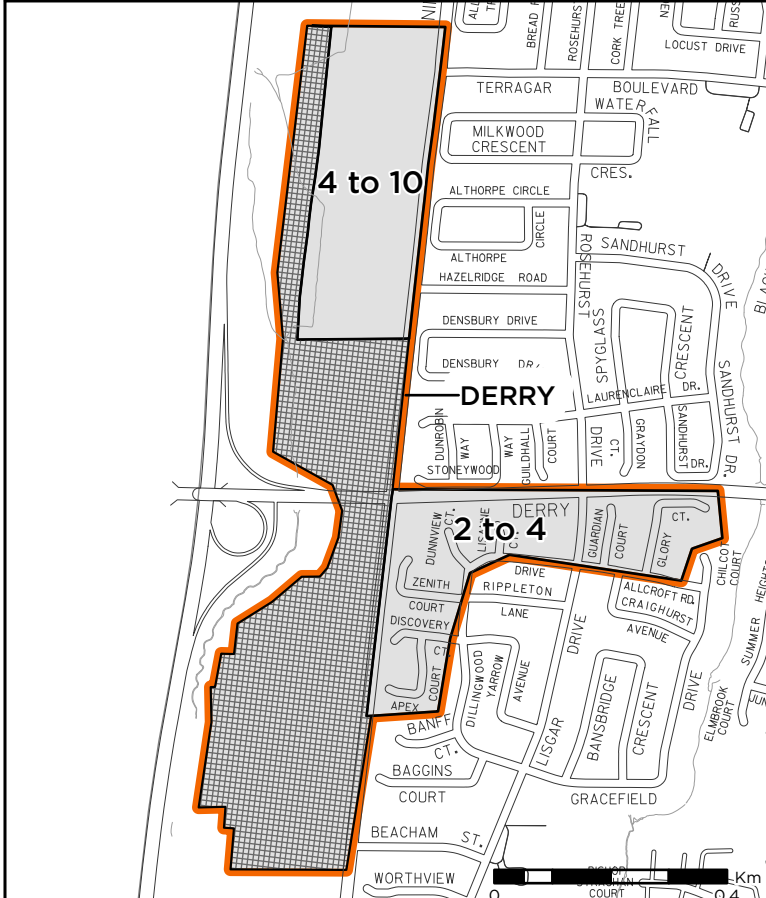
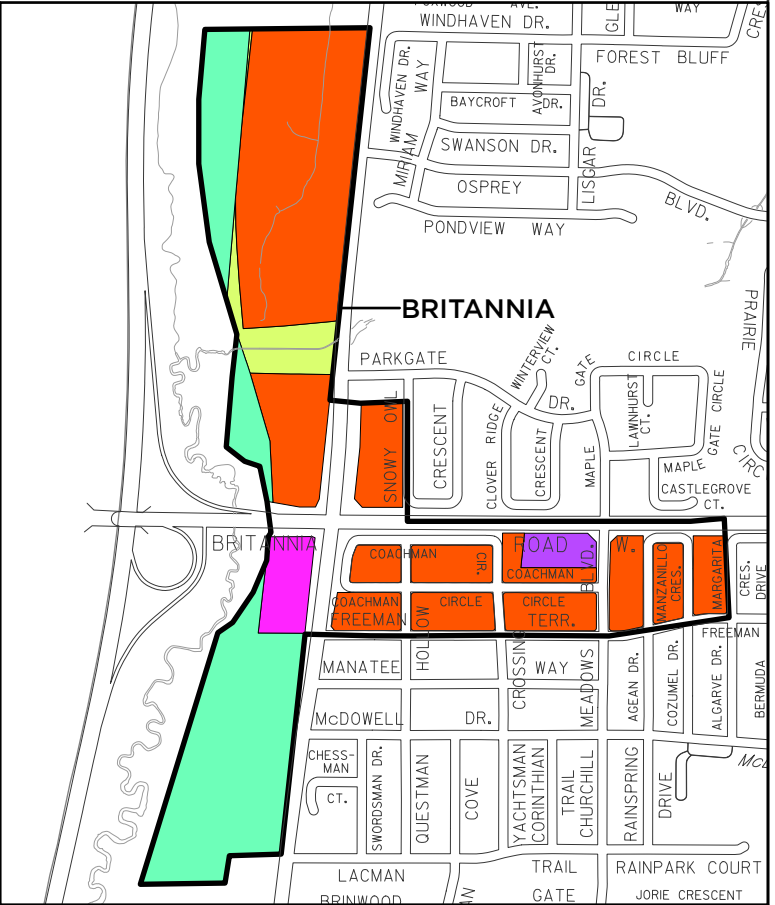
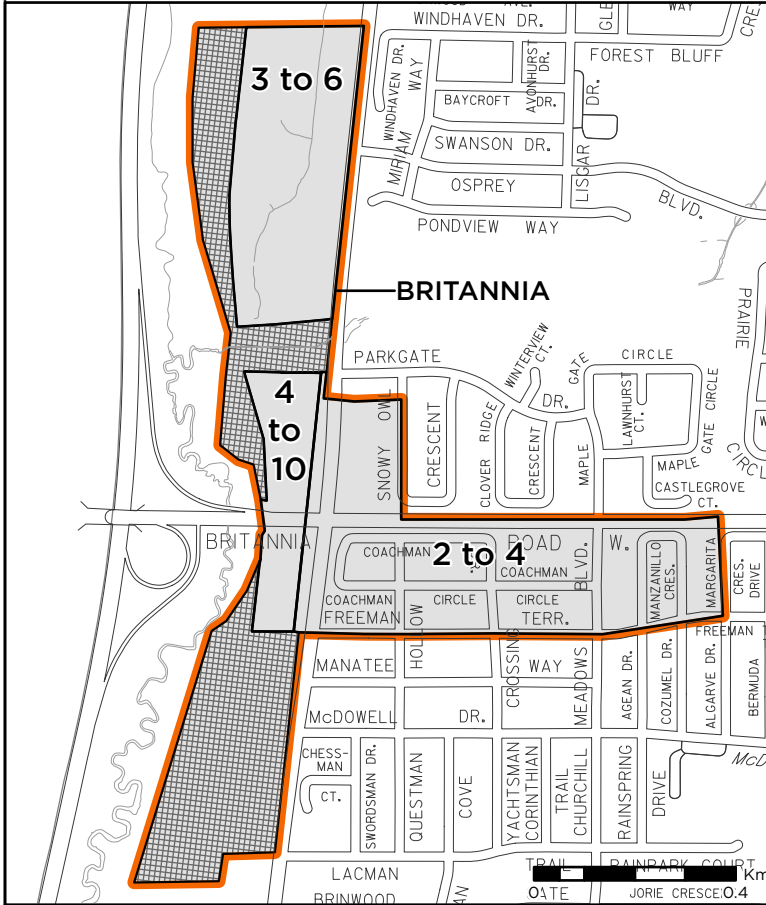
Produced by Geospatial Solutions

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA) 6.1

(407 TRANSITWAY- DERRY & BRITANNIA)

BUILDING HEIGHT SCHEDULE

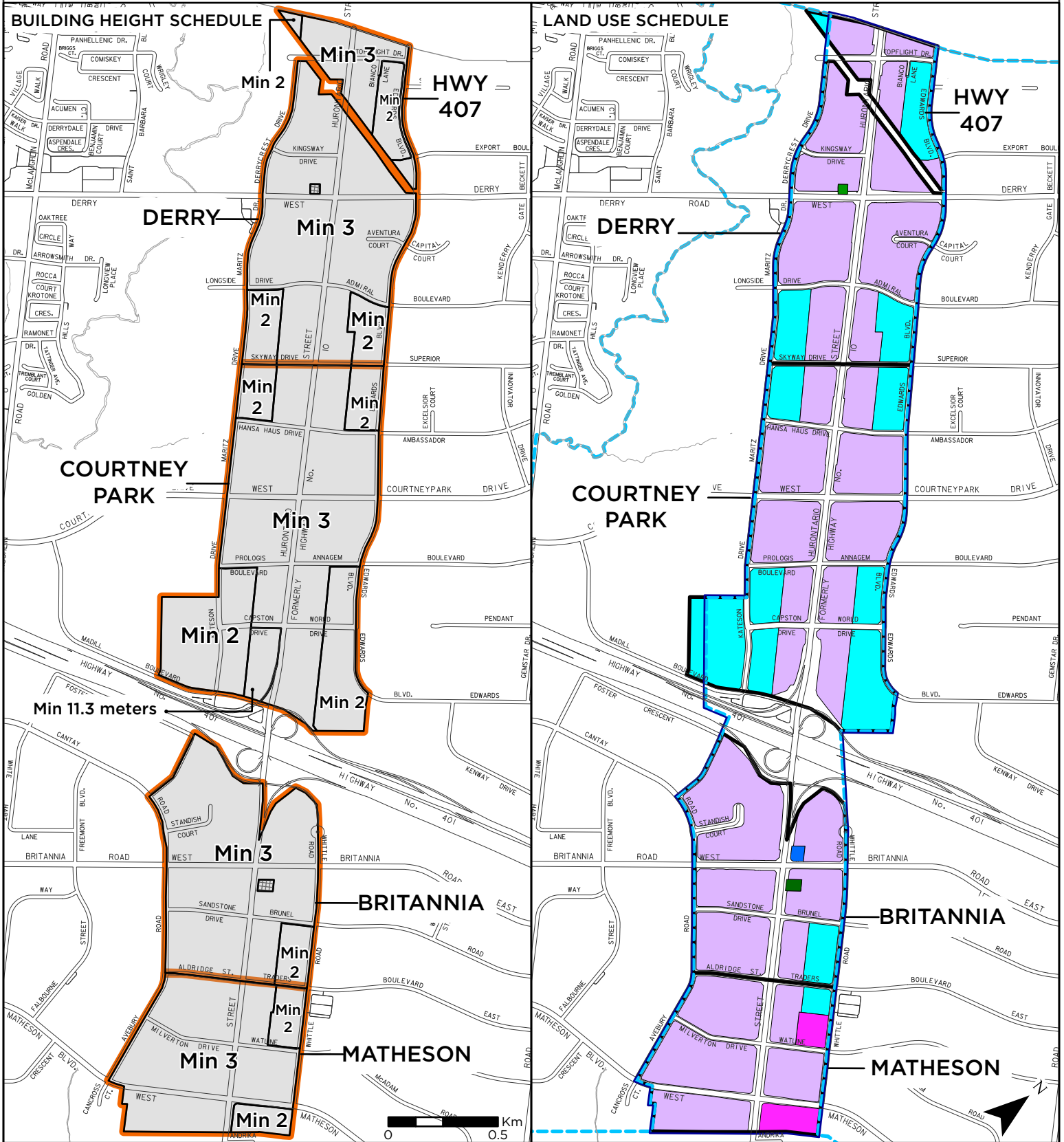
LAND USE SCHEDULE



PMTSA Boundary (Height Map)	Height Not Applicable	Residential Low Density II	Motor Vehicle Commercial
PMTSA Boundary (Land Use Map)	Convenience Commercial	Residential Medium Density	Parkway Belt West
Min # to Max # (In Storeys)	Greenlands	Mixed Use	

Schedule 11-D

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA) (HURONTARIO LRT - HWY 407, DERRY, COURTNEY PARK, BRITANNIA, MATHESON)



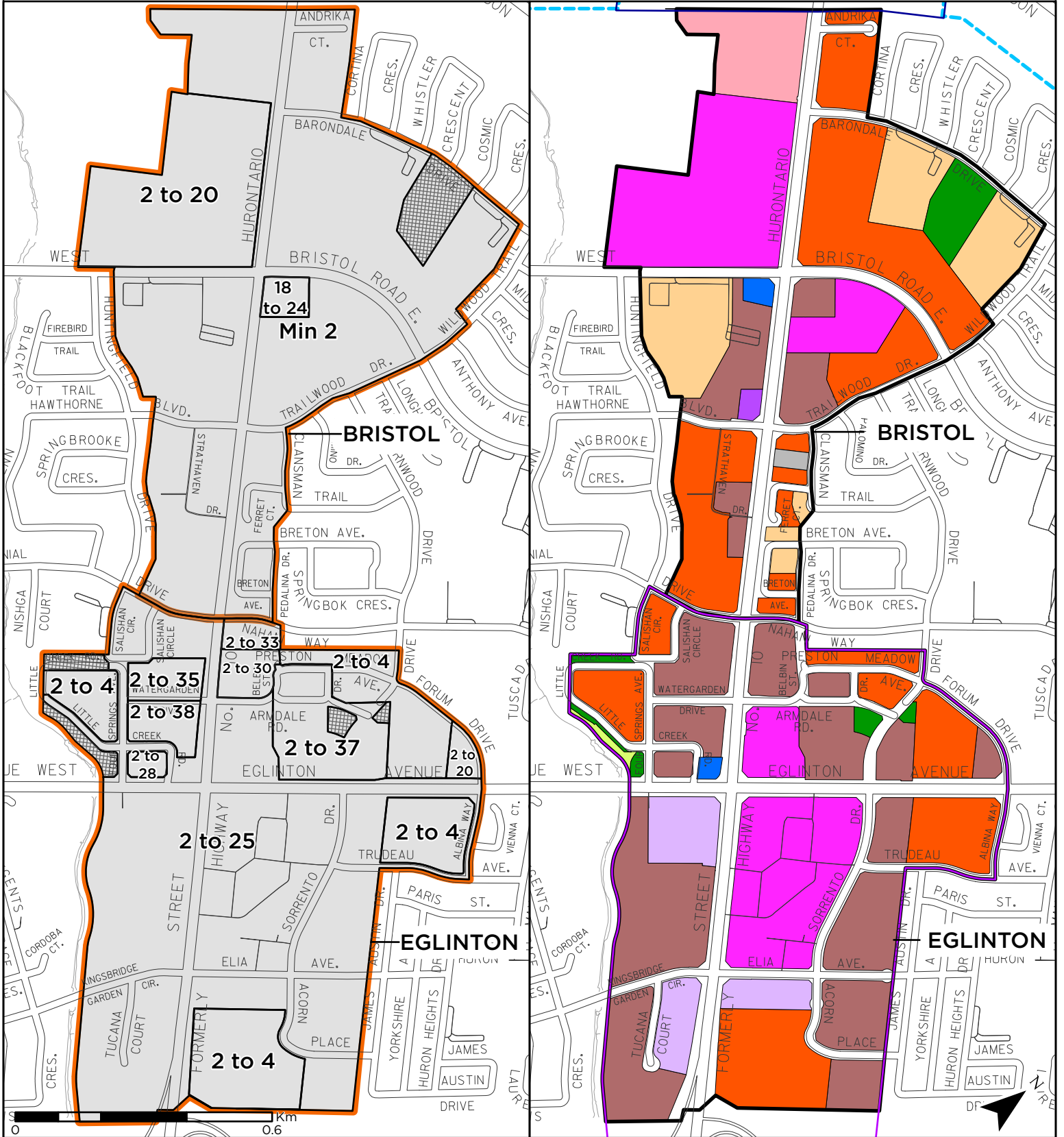
- | | | | |
|-------------------------------|--------------------------|-----------------------------------|----------------------|
| PMTSA Boundary (Height Map) | Mixed Use | Utility | Schedule 11-H |
| PMTSA Boundary (Land Use Map) | Motor Vehicle Commercial | City Structure - Corporate Centre | |
| Min # to Max # (In Storeys) | Office | City Structure - Employment Area | |
| Height Not Applicable | Public Open Space | | |
| Business Employment | Private Open Space | | |

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

(HURONTARIO BRT - BRISTOL, EGLINTON)

BUILDING HEIGHT SCHEDULE

LAND USE SCHEDULE



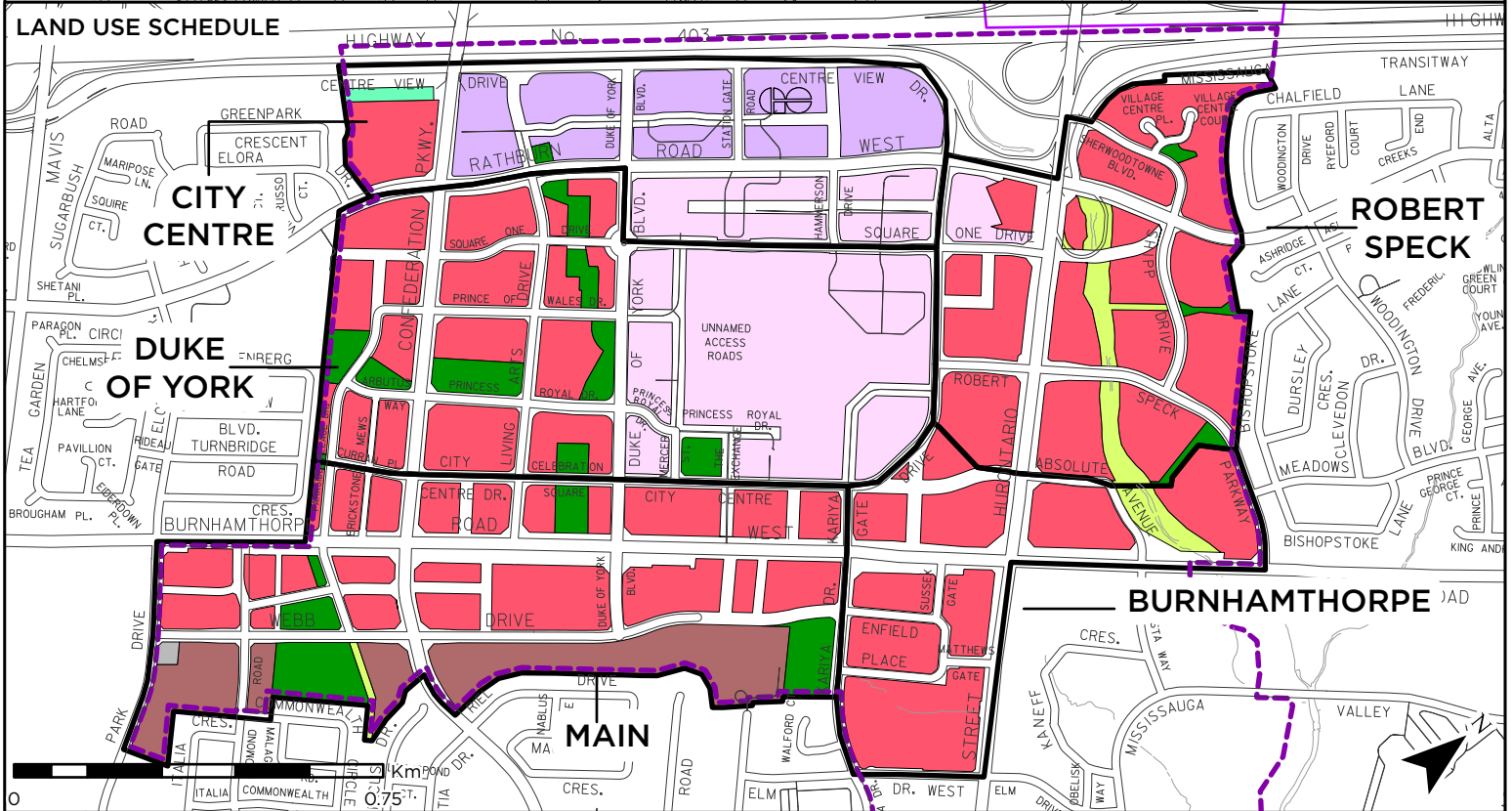
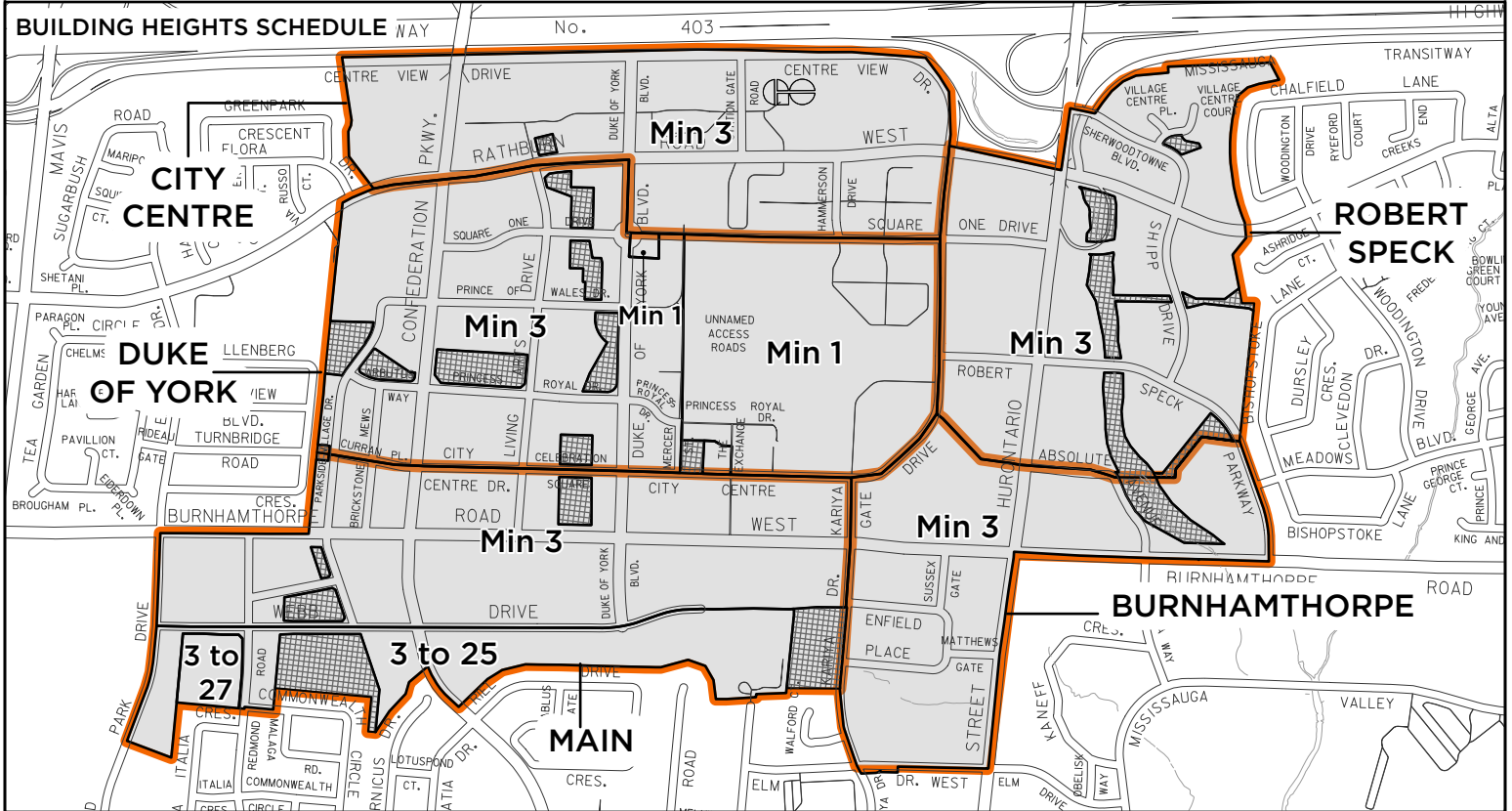
- PMTSA Boundary (Height Map)
- PMTSA Boundary (Land Use Map)
- Min # to Max # (In Storeys)
- Height Not Applicable
- Convenience Commercial
- Greenlands
- Residential High Density
- Institutional
- Residential Low Density II
- Residential Medium Density
- Mixed Use
- Motor Vehicle Commercial
- Office
- Public Open Space

- Parkway Belt West
- Utility
- City Structure - Major Node
- City Structure - Corporate Centre
- City Structure - Employment Area

Schedule 11-I

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

(HURONTARIO LRT - DOWNTOWN)

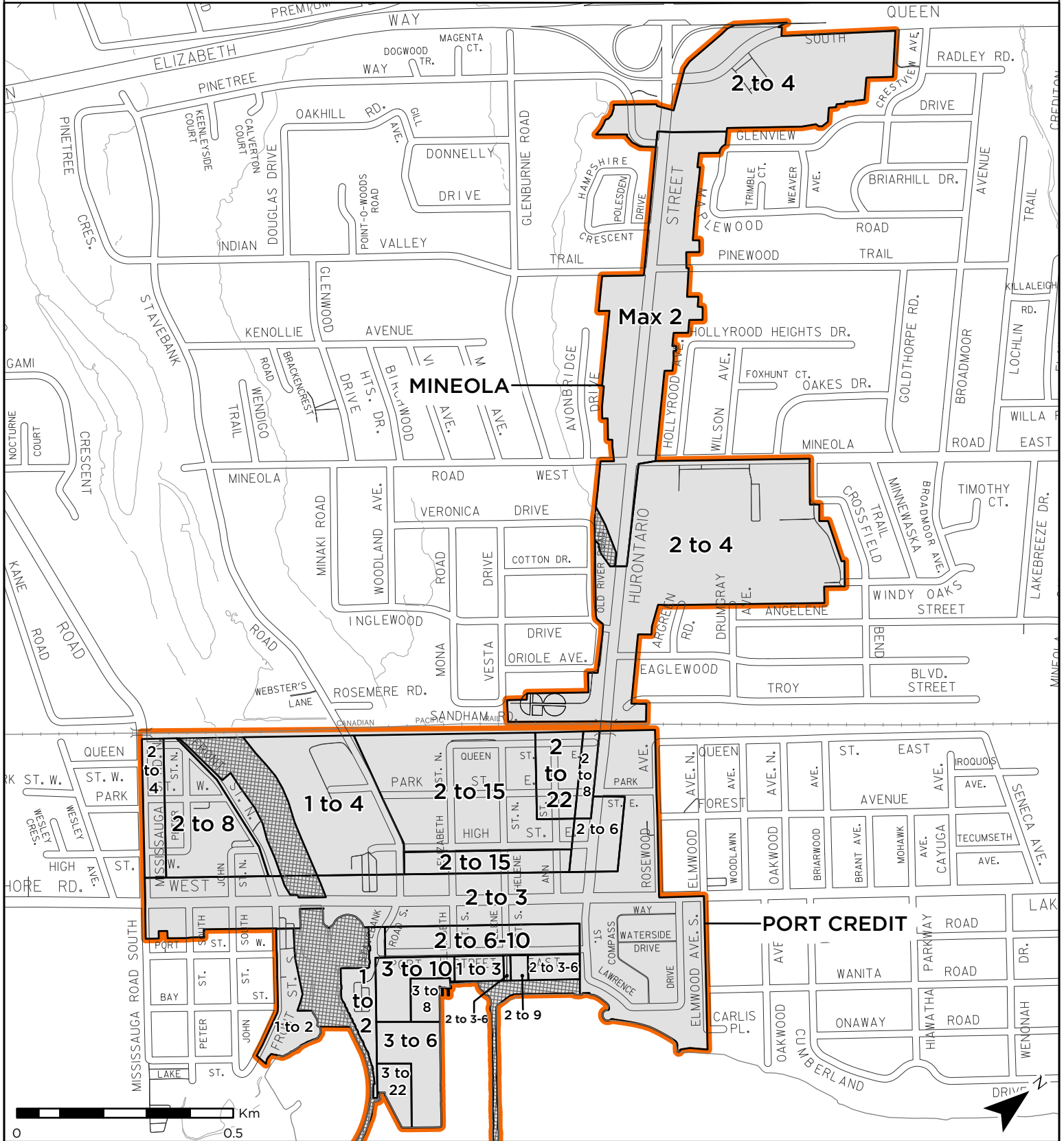


PMTSA Boundary (Height Map)	Downtown Mixed Use	Public Open Space	Schedule 11-J
PMTSA Boundary (Land Use Map)	Greenlands	Parkway Belt West	
Min # to Max # (In Storeys)	Residential High Density	Utility	MISSISSAUGA Produced by Geospatial Solutions
Height Not Applicable	Residential Low Density II	City Structure - Downtown	
Downtown Core Mixed Use	Office	City Structure - Major Node	

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

(HURONTARIO LRT - MINEOLA, PORT CREDIT)

BUILDING HEIGHT SCHEDULE



PMTSA Boundary (Height Map)

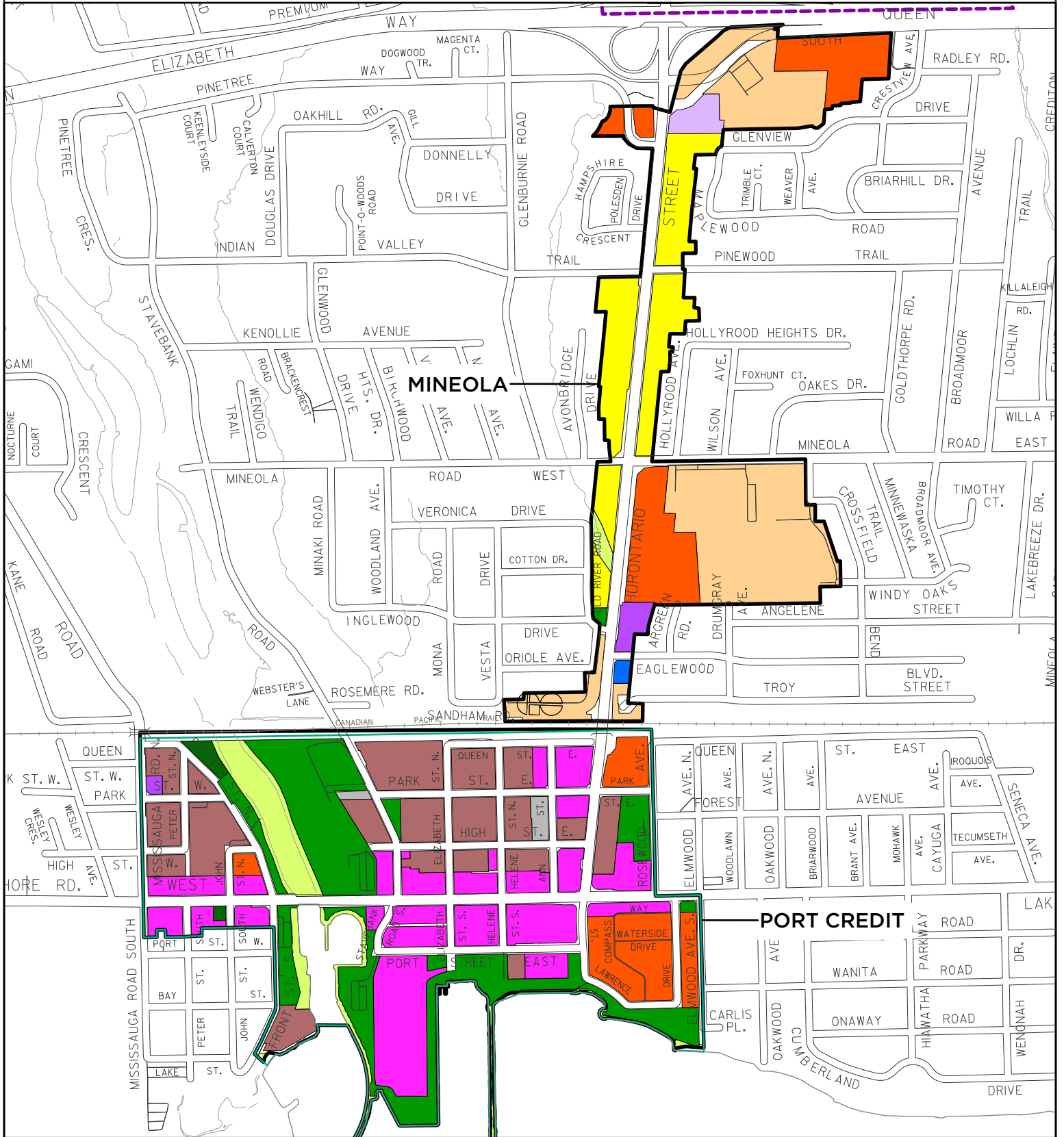
Min # to Max # (In Storeys)

Height Not Applicable

Schedule 11-N

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA) (HURONTARIO LRT - MINEOLA, PORT CREDIT)

LAND USE SCHEDULE

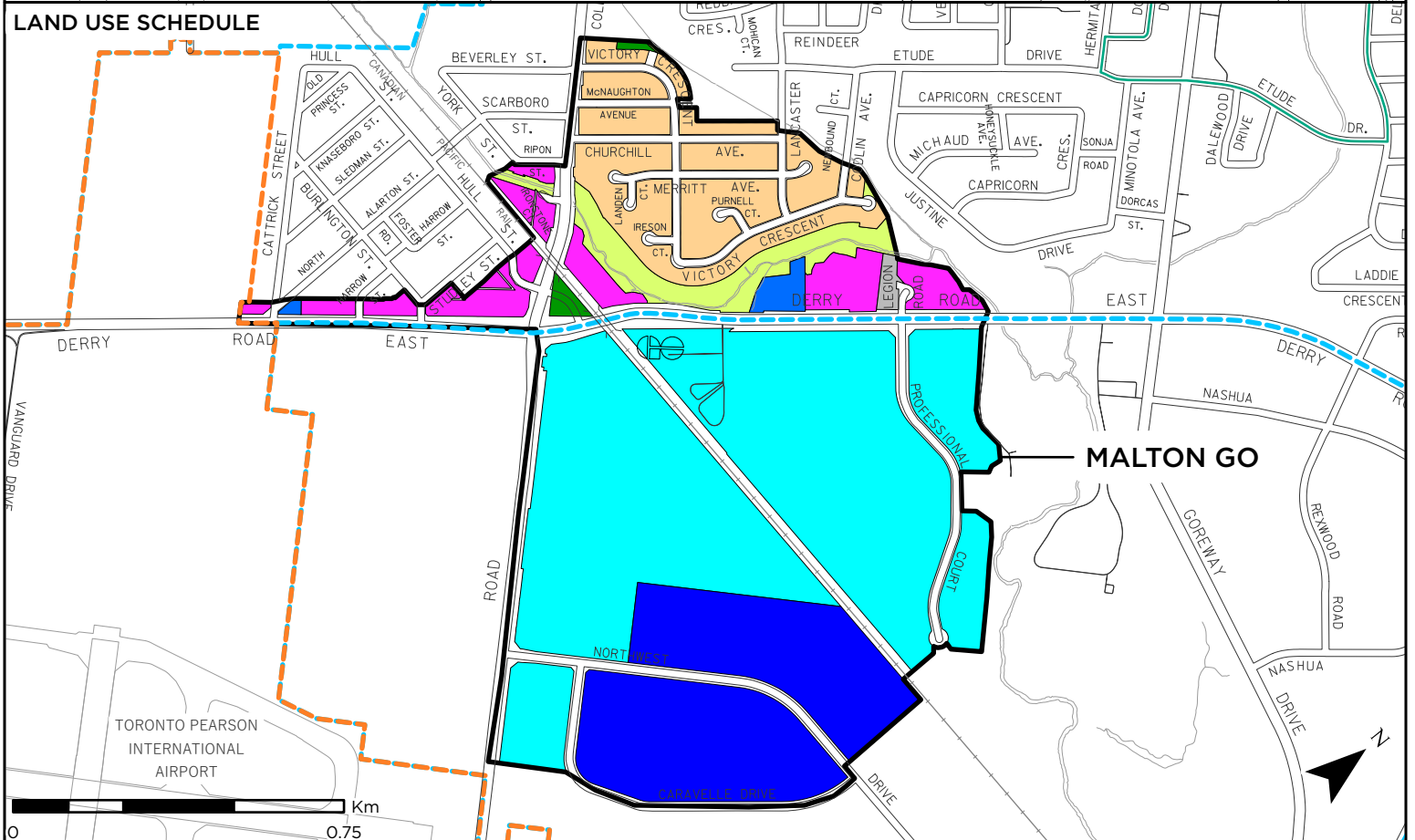
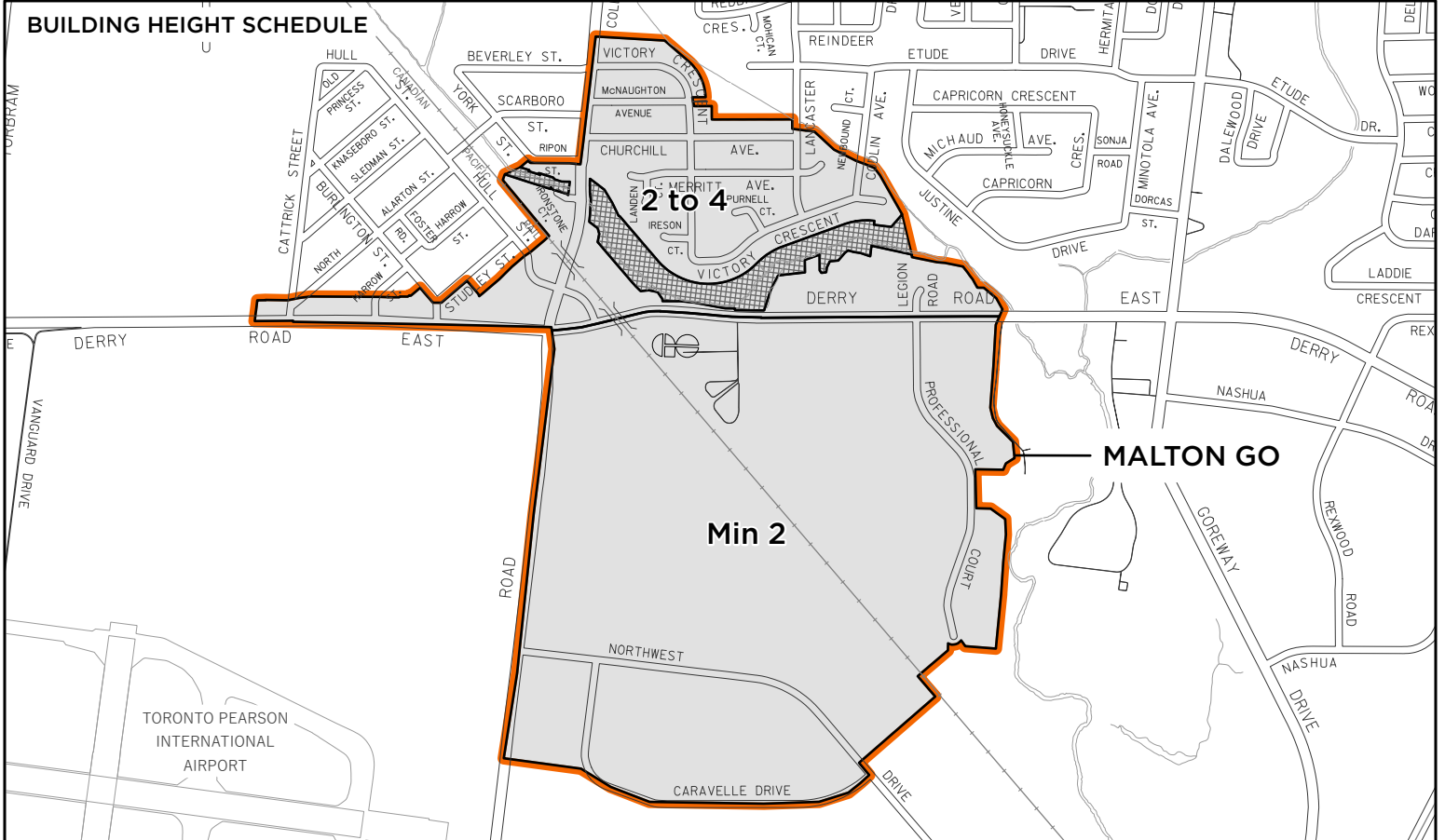


- PMTSA Boundary (Land Use Map)
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Residential Low Density I
- Convenience Commercial
- Mixed Use
- Motor Vehicle Commercial
- Office

- Public Open Space
- Private Open Space
- Utility
- City Structure - Downtown
- City Structure - Community Node

Schedule 11-O

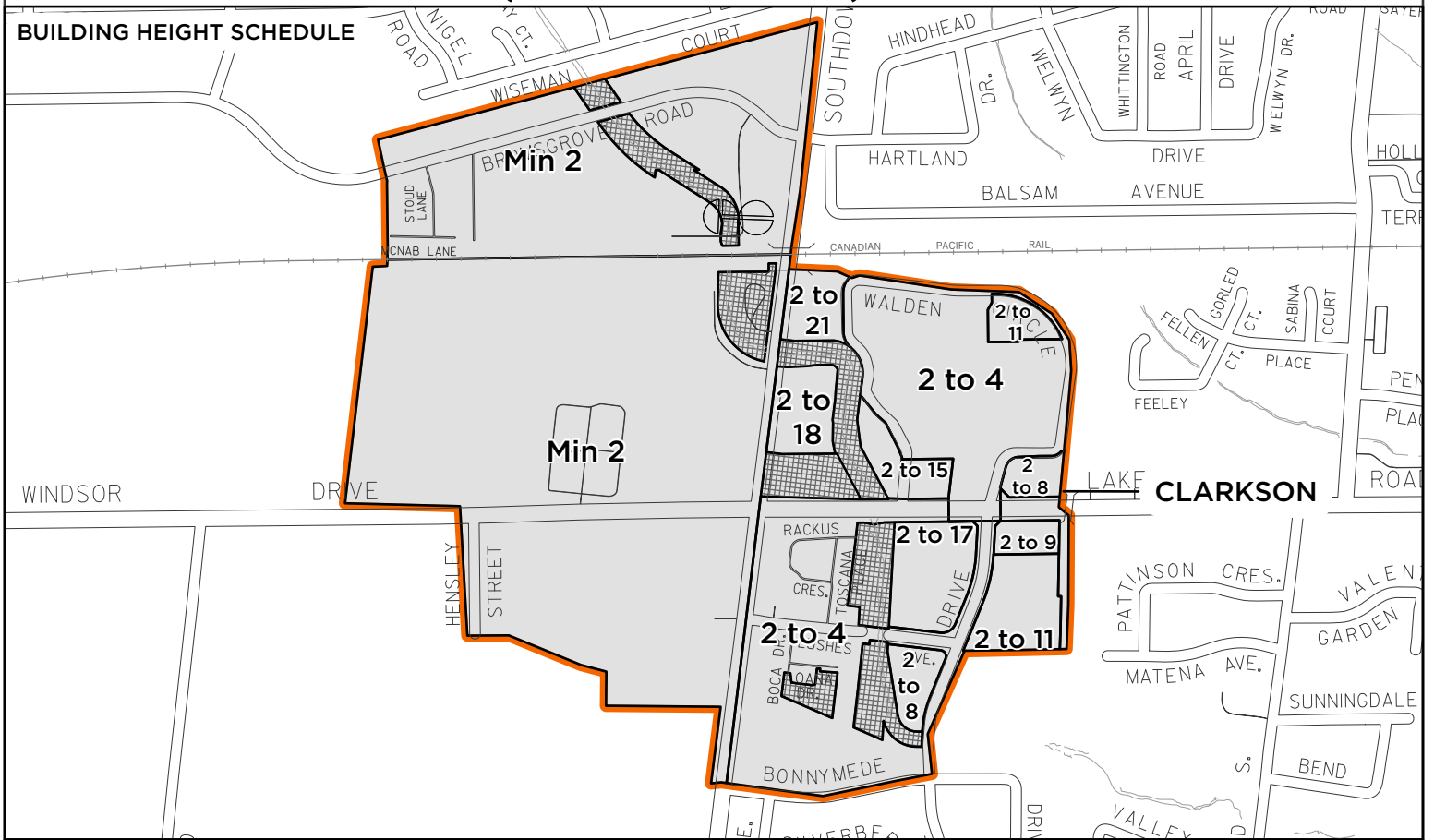
PROTECTED MAJOR TRANSIT STATION AREA (PMTSA) (KITCHENER GO - MALTON)



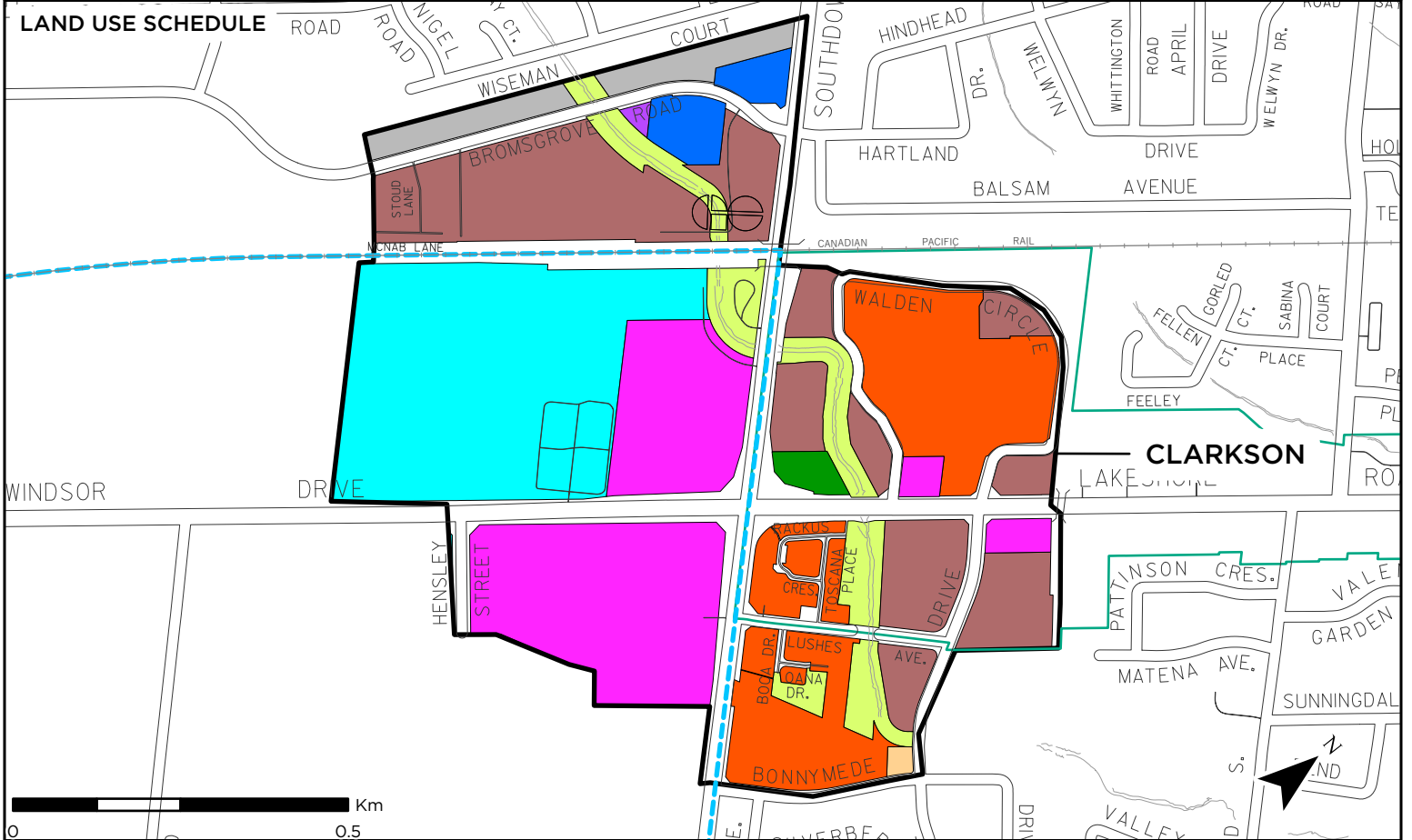
PMTSA Boundary (Height Map)	Business Employment	Mixed Use	City Structure - Special Purpose Area
PMTSA Boundary (Land Use Map)	Greenlands	Motor Vehicle Commercial	City Structure - Employment Area
Min # to Max # (In Storeys)	Industrial	Public Open Space	City Structure - Community Node
Height Not Applicable	Residential Low Density II	Utility	

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA) (CLARKSON. GO)

BUILDING HEIGHT SCHEDULE



LAND USE SCHEDULE

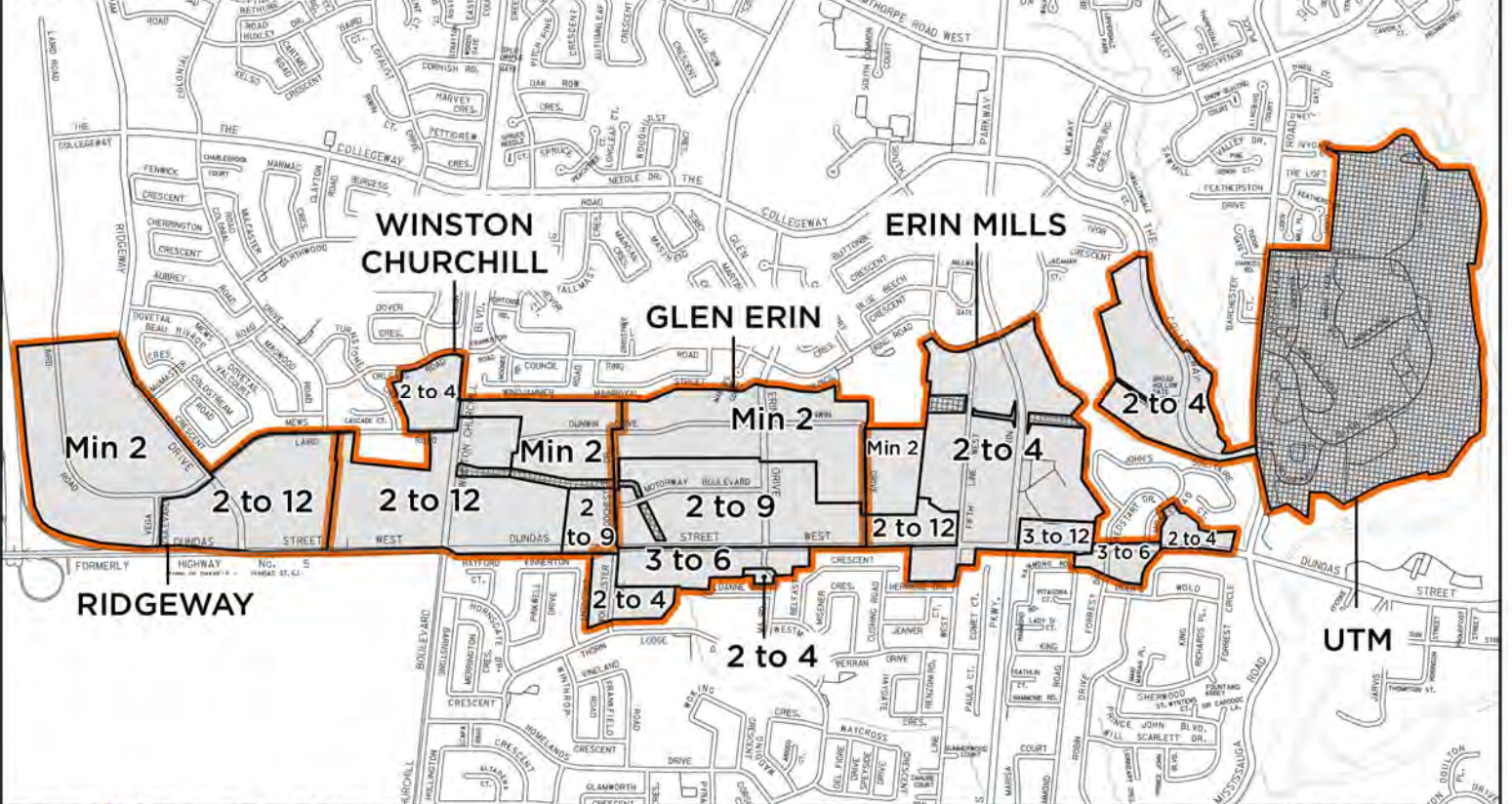


- | | | | |
|-------------------------------|--------------------------|----------------------------|----------------------------------|
| PMTSA Boundary (Height Map) | Business Employment | Residential Low Density II | Public Open Space |
| PMTSA Boundary (Land Use Map) | Convenience Commercial | Residential Medium Density | Utility |
| Min # to Max # (In Storeys) | Greenlands | Mixed Use | City Structure - Employment Area |
| Height Not Applicable | Residential High Density | Motor Vehicle Commercial | City Structure - Community Node |

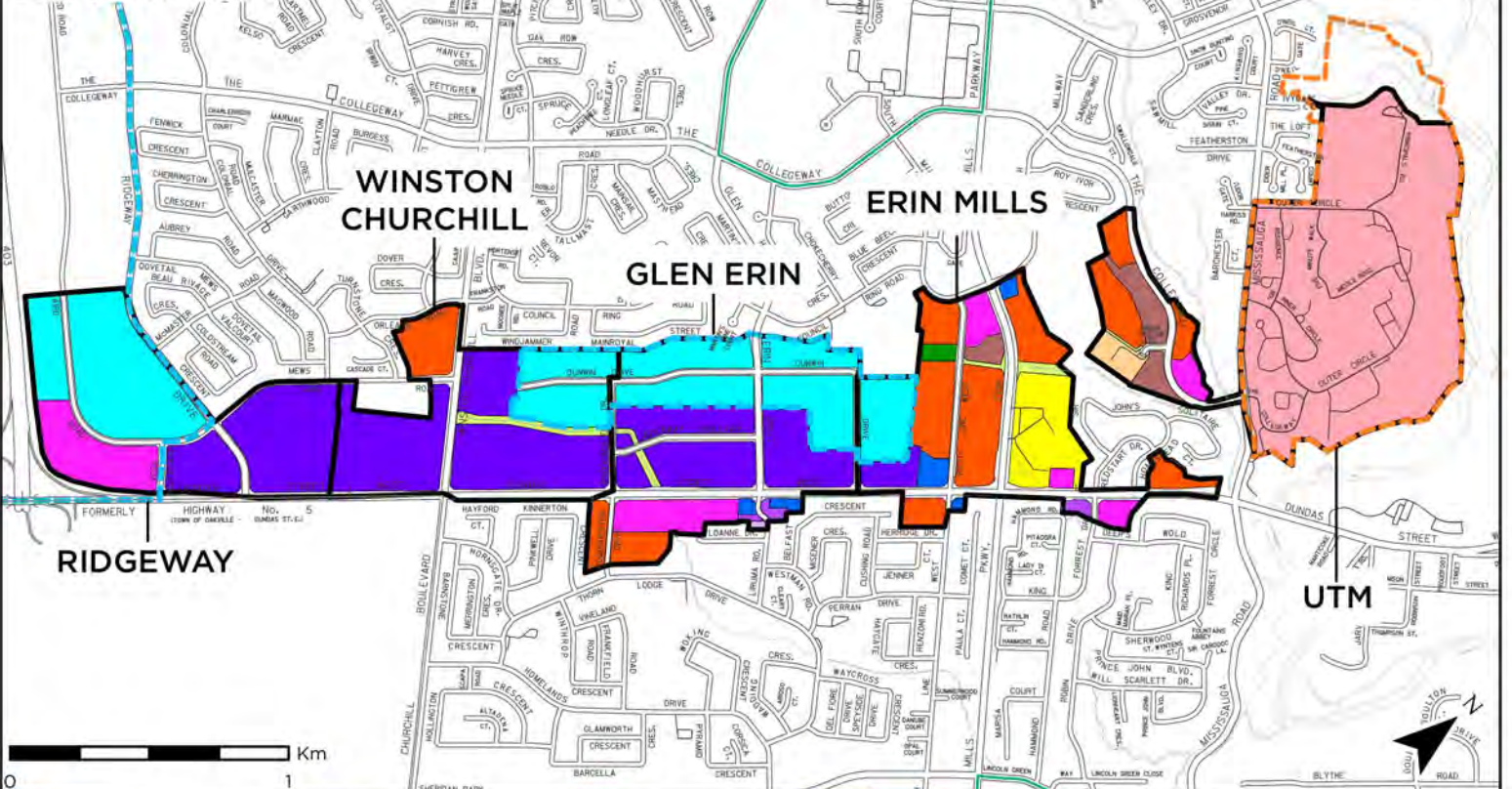
PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

(DUNDAS BRT- RIDGEWAY, WINSTON CHURCHILL, GLEN ERIN, ERIN MILLS, UTM)

BUILDING HEIGHT SCHEDULE



LAND USE SCHEDULE



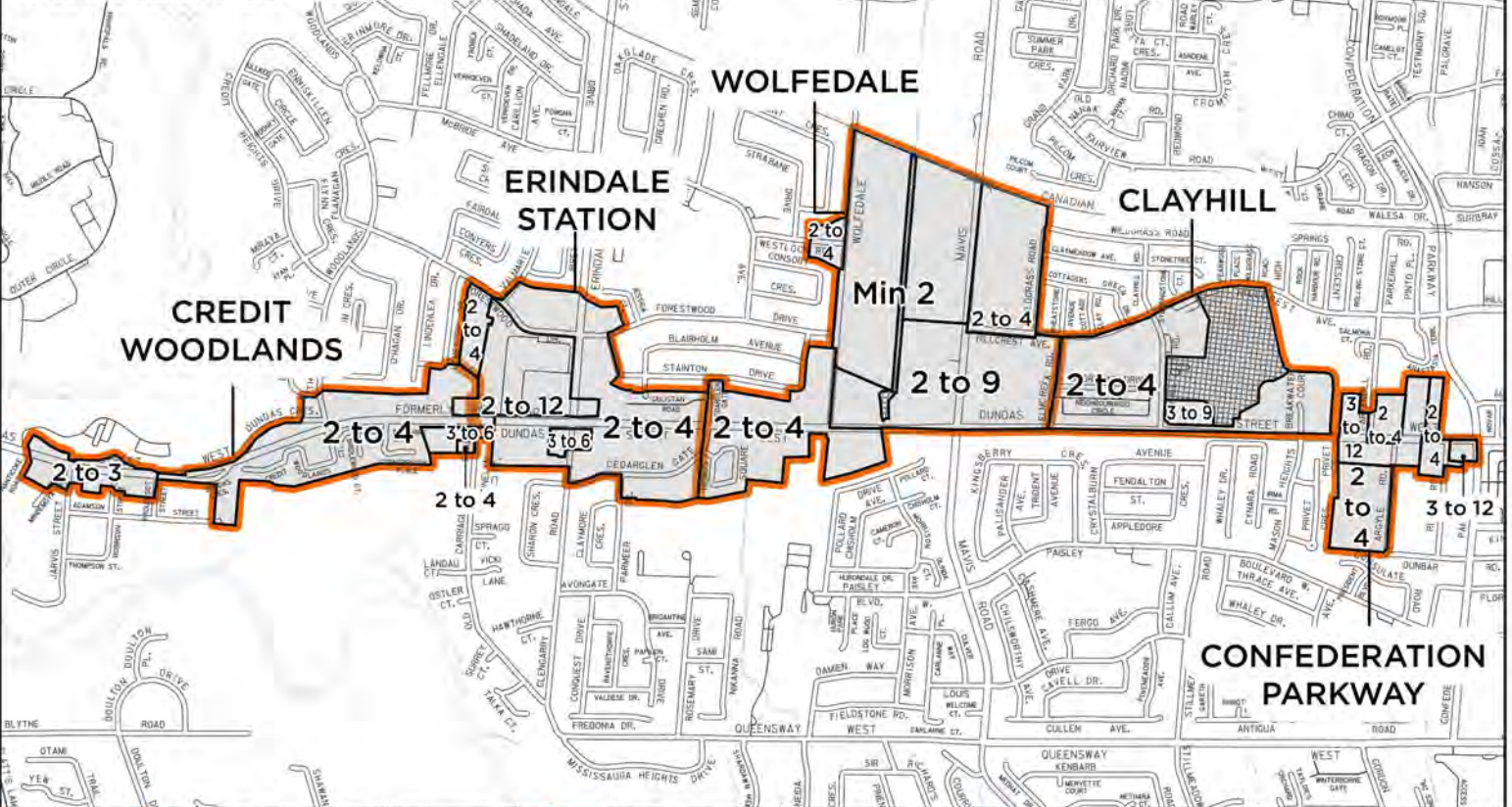
PMTSA Boundary (Height Map)	Greenlands	Mixed Use	City Structure - Special Purpose Area
PMTSA Boundary (Land Use Map)	Residential High Density	Mixed Use Limited	City Structure - Employment Area
Min # to Max # (In Stores)	Institutional	Motor Vehicle Commercial	City Structure - Community Node
Height Not Applicable	Residential Low Density I	Office	
Business Employment	Residential Low Density II	Public Open Space	
Convenience Commercial	Residential Medium Density	City Structure - Corporate Centre	

Schedule 11-E

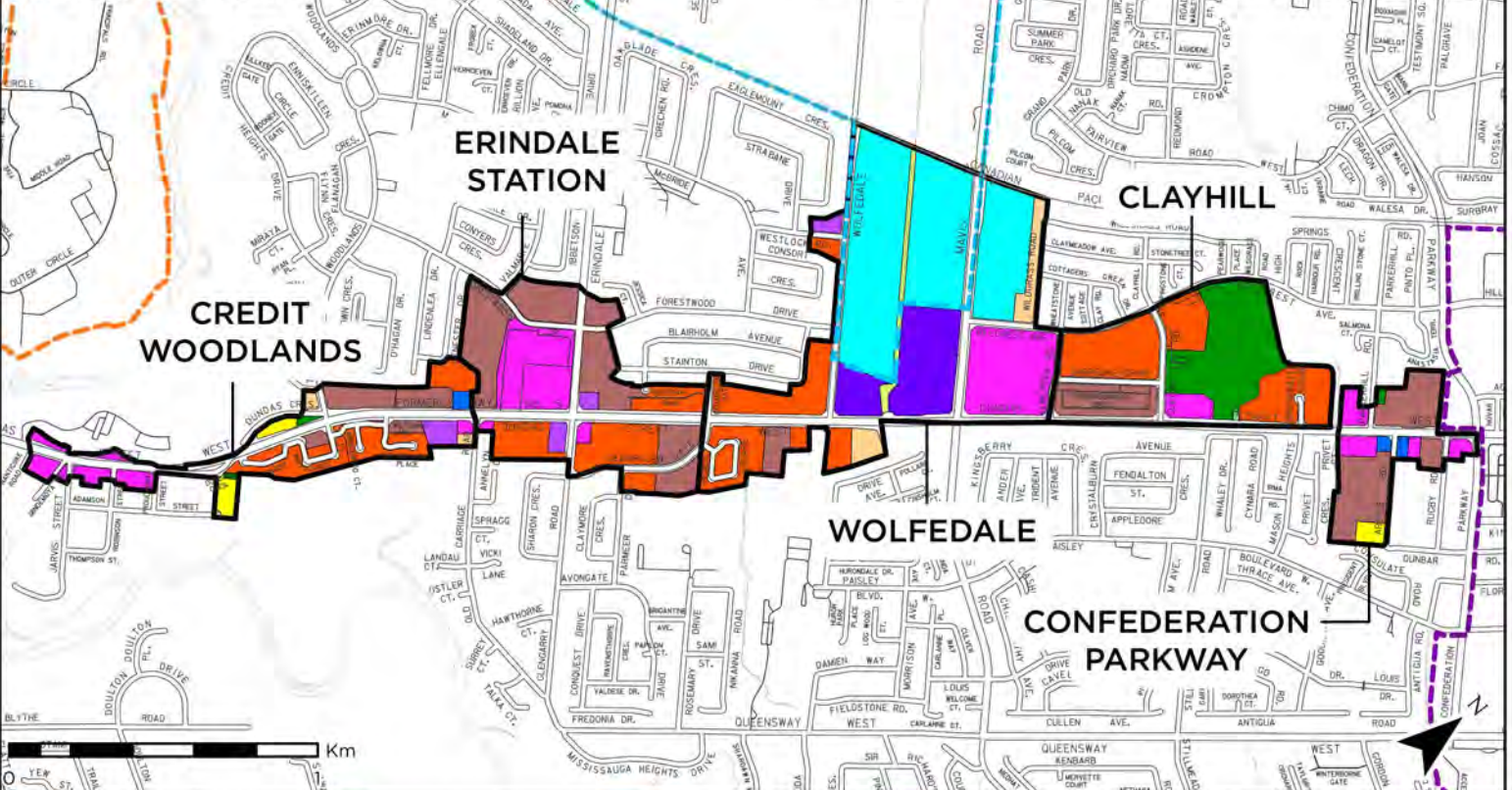
PROTECTED MAJOR TRANSIT STATION AREA (PMTSA) 6.1

(DUNDAS BRT- CREDIT WOODLANDS, ERINDALE STATION, WOLFEDALE, CONFEDERATION PARKWAY, CLAYHILL)

BUILDING HEIGHT SCHEDULE



LAND USE SCHEDULE

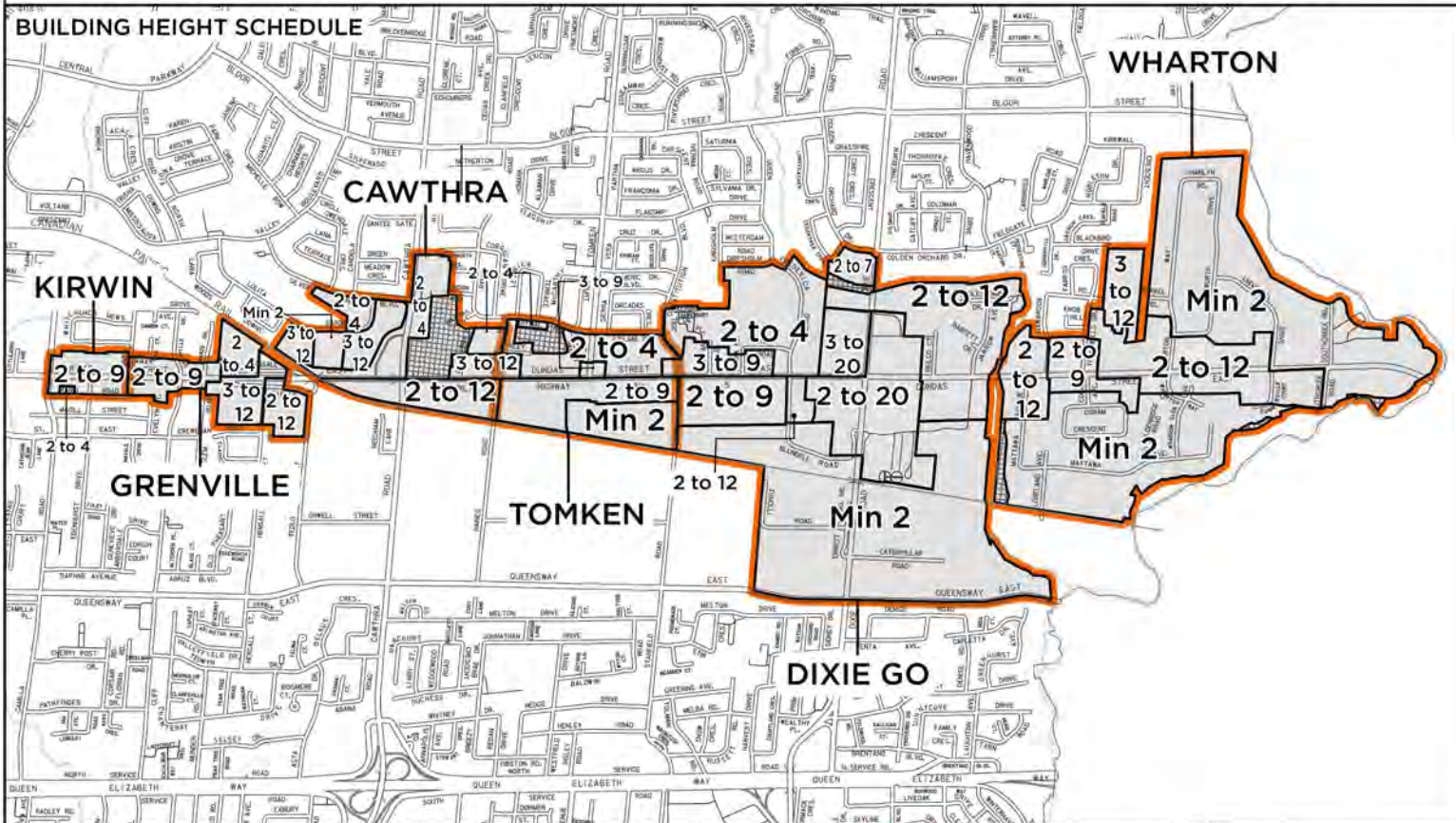


PMTSA Boundary (Height Map)	Convenience Commercial	Residential Medium Density	Private Open Space
PMTSA Boundary (Land Use Map)	Greenlands	Mixed Use	Utility
Min # to Max # (In Storeys)	Residential High Density	Mixed Use Limited	City Structure - Downtown
Height Not Applicable	Residential Low Density I	Motor Vehicle Commercial	City Structure - Special Purpose Area
Business Employment	Residential Low Density II	Public Open Space	City Structure - Employment Area

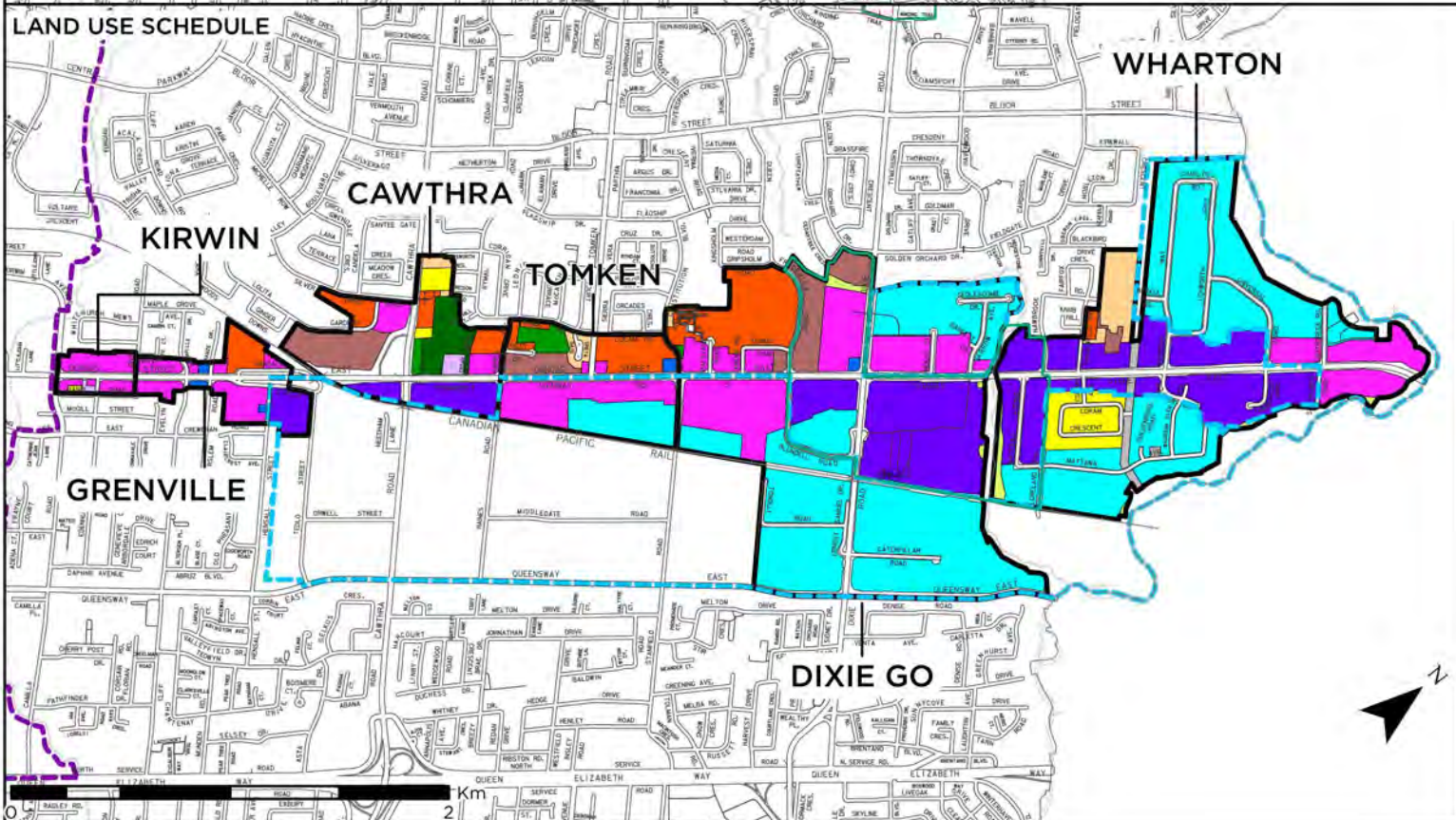
Schedule 11-F
 Produced by Geospatial Solutions

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA) (DUNDAS BRT- KIRWIN, GRENVILLE, CAWTHRA, TOMKEN, DIXIE GO, WHARTON)

BUILDING HEIGHT SCHEDULE



LAND USE SCHEDULE

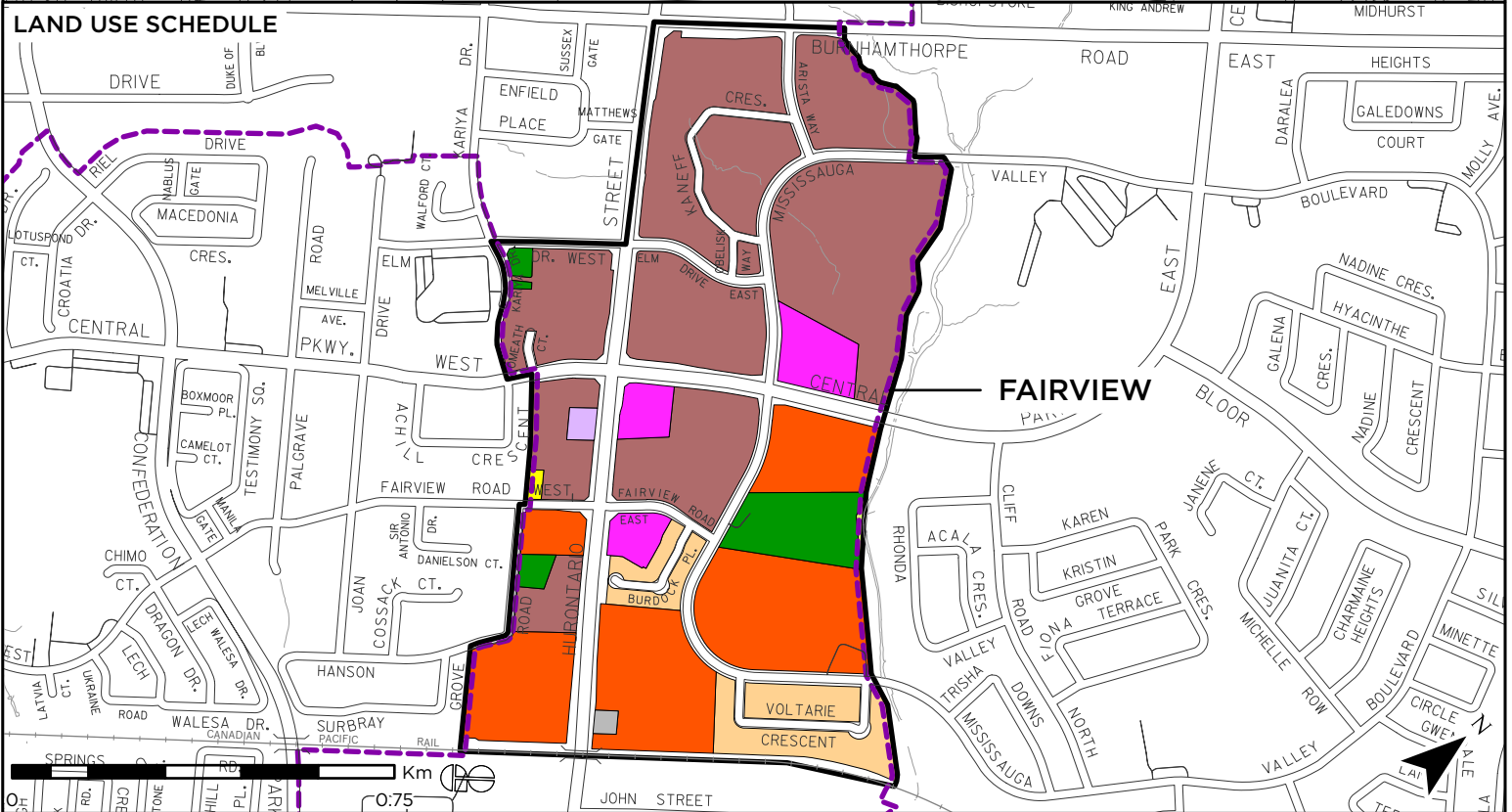
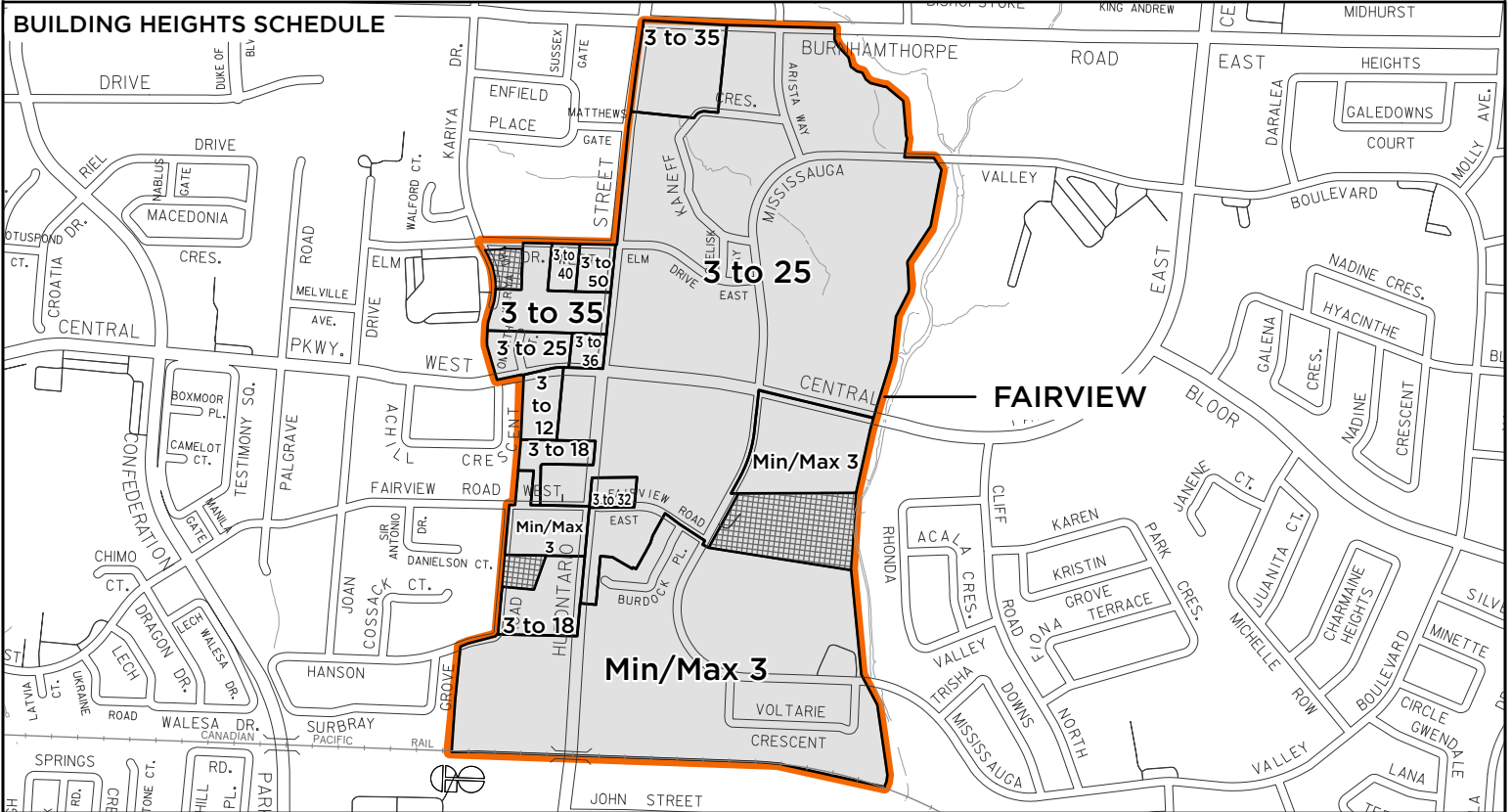


PMTSA Boundary (Height Map)	Greenlands	Mixed Use	Private Open Space
PMTSA Boundary (Land Use Map)	Residential High Density	Mixed Use Limited	Utility
Min # to Max # (In Storeys)	Residential Low Density I	Motor Vehicle Commercial	City Structure - Downtown
Height Not Applicable	Residential Low Density II	Office	City Structure - Employment Area
Business Employment	Residential Medium Density	Public Open Space	City Structure - Community Node

Schedule 11-G

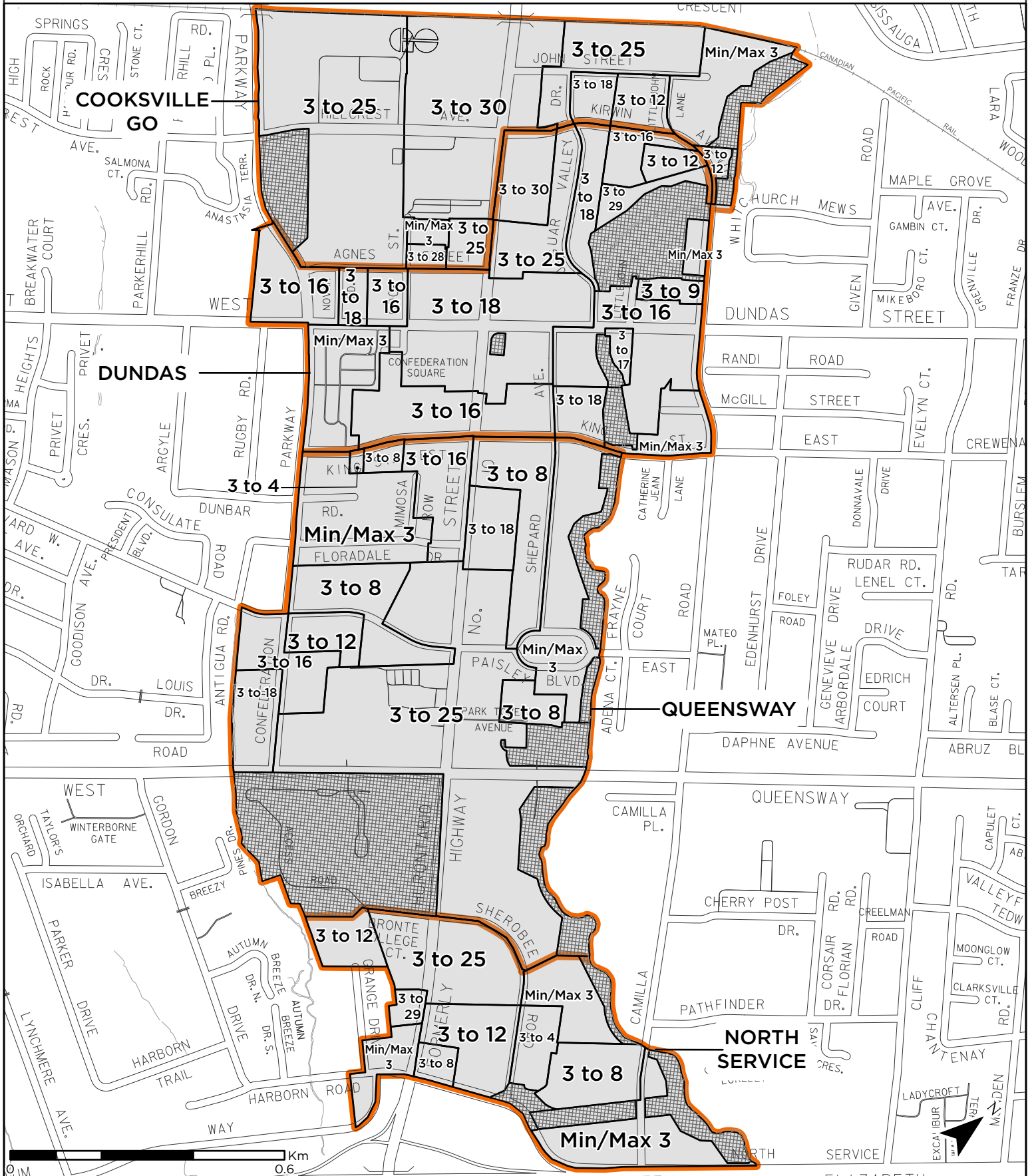
PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)¹

(HURONTARIO LRT - FAIRVIEW)



PMTSA Boundary (Height Map)	Residential High Density	Office
PMTSA Boundary (Land Use Map)	Residential Low Density I	Public Open Space
Min # to Max # (In Storeys)	Residential Low Density II	Utility
Height Not Applicable	Residential Medium Density	City Structure - Downtown
Greenlands	Mixed Use	

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA) (HURONTARIO LRT - COOKSVILLE GO , DUNDAS, QUEENSWAY, NORTH SERVICE) BUILDING HEIGHTS SCHEDULE



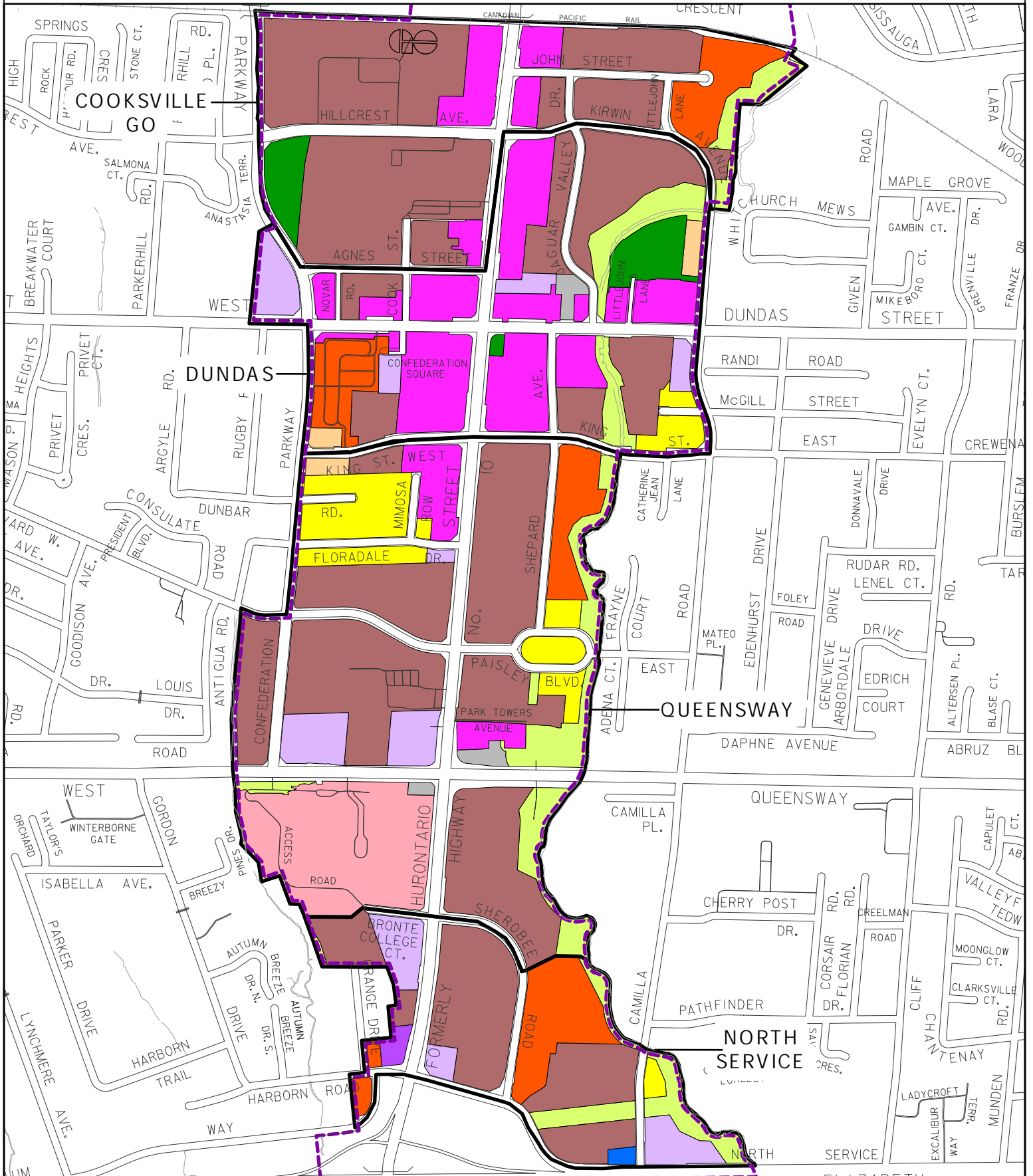
PMTSA Boundary (Height Map)

Min # to Max # (In Storeys)

Height Not Applicable

Schedule 11-L

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA) (HURONTARIO LRT - COOKSVILLE GO, DUNDAS, QUEENSWAY, NORTH SERVICE) LAND USE SCHEDULE



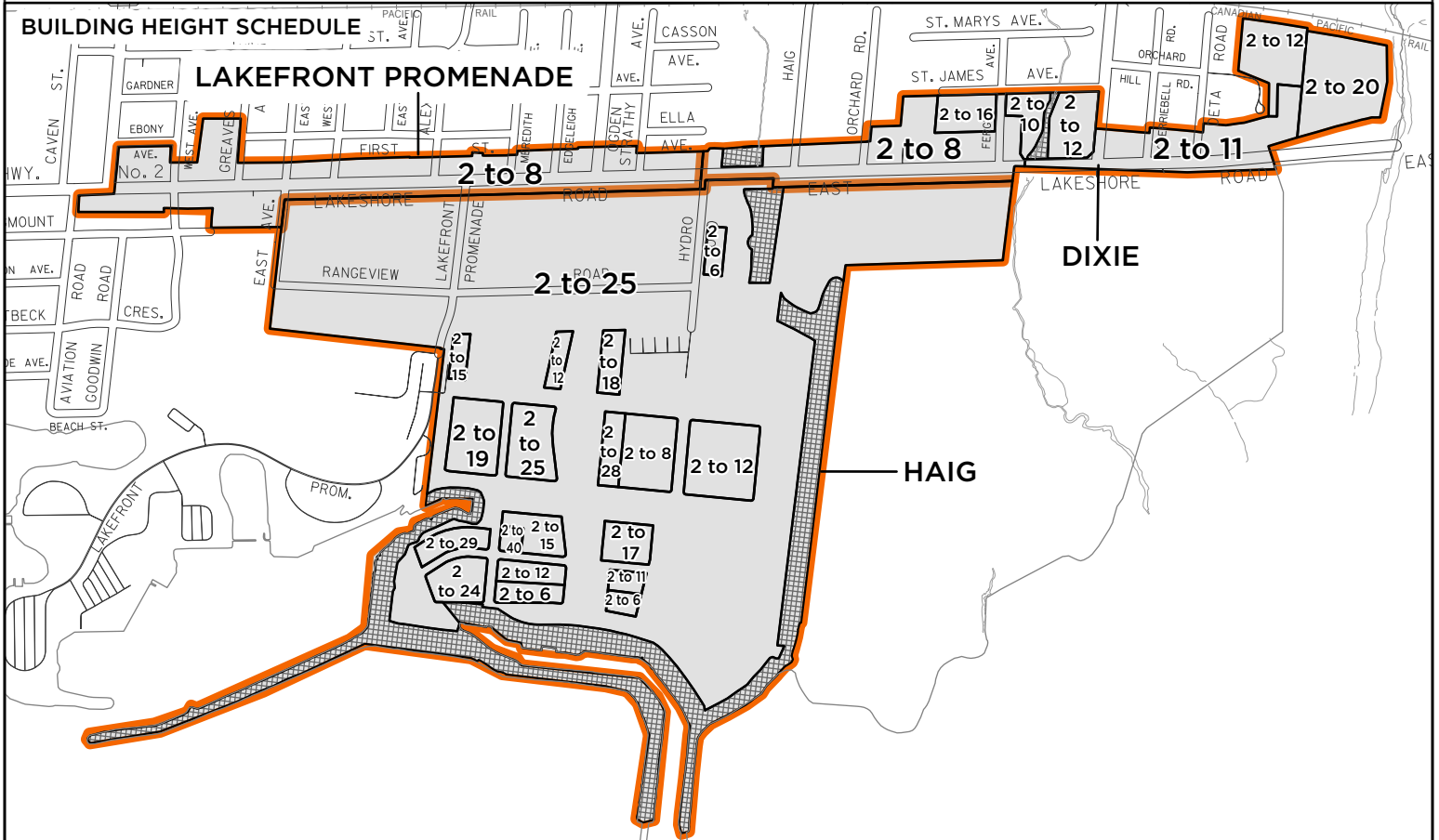
- PMTSA Boundary (Land Use Map)
- Residential Low Density I
- Convenience Commercial
- Residential Low Density II
- Greenlands
- Residential High Density
- Institutional
- Mixed Use
- Motor Vehicle Commercial

- Office
- Public Open Space
- Utility
- City Structure - Downtown

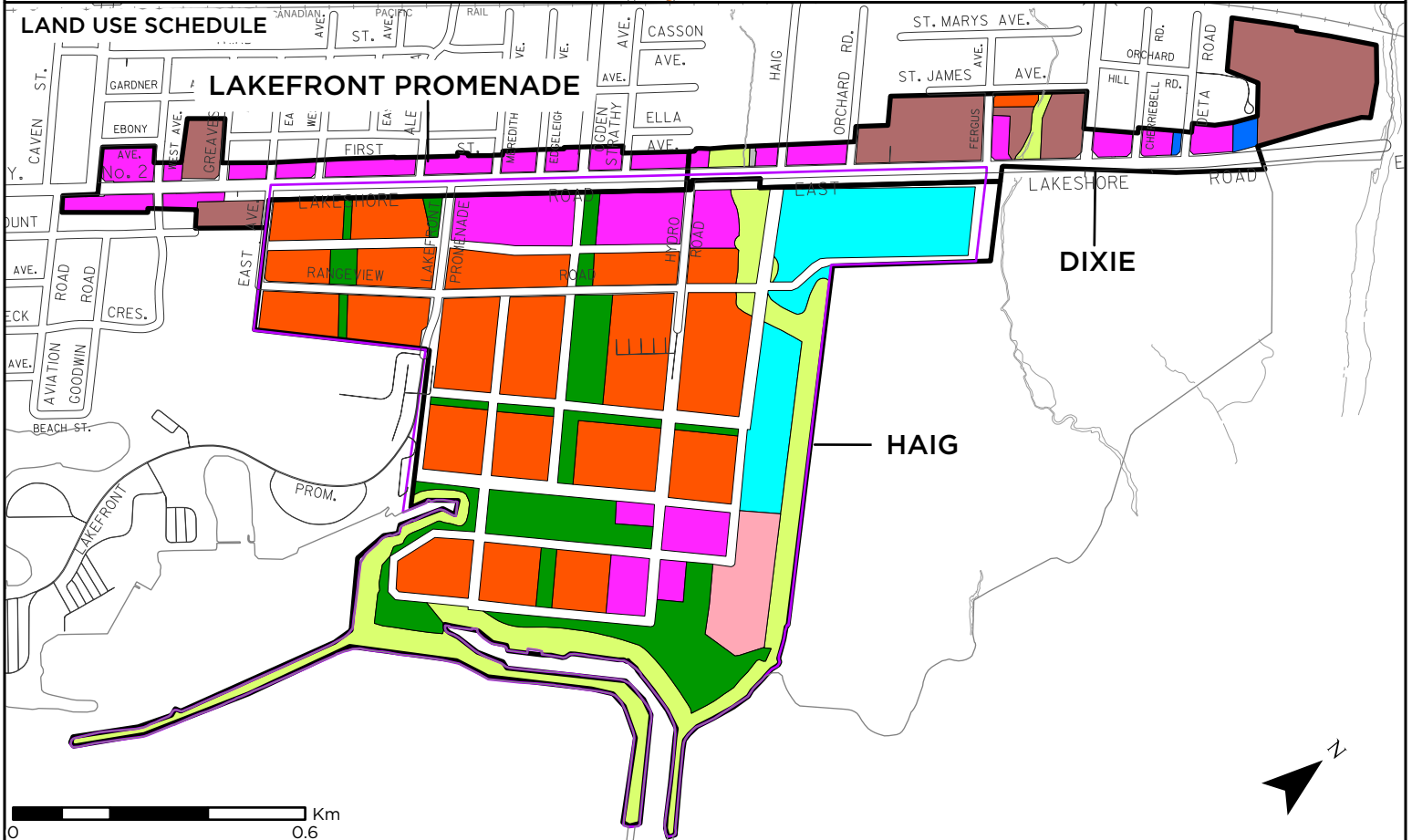
Schedule 11-M

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA) 6.1 (LAKEFRONT PROMENADE, DIXIE, HAIG)

BUILDING HEIGHT SCHEDULE



LAND USE SCHEDULE



- | | | | |
|-------------------------------|--------------------------|-----------------------------|-------------------|
| PMTSA Boundary (Height Map) | Business Employment | Residential Low Density II | Public Open Space |
| PMTSA Boundary (Land Use Map) | Greenlands | Residential Medium Density | Utility |
| Min # to Max # (In Storeys) | Residential High Density | Mixed Use | Institutional |
| Height Not Applicable | Motor Vehicle Commercial | City Structure - Major Node | |

Schedule 11-Q