

## REVISED

### Planning and Development Committee

**Date:** August 8, 2022  
**Time:** 1:30 PM  
**Location:** Council Chambers, Civic Centre, 2nd Floor  
300 City Centre Drive, Mississauga, Ontario, L5B 3C1  
And Online Video Conference

#### Members

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

#### Participate Virtually, Telephone OR In Person

Advance registration is required to participate and/or make a comment in the meeting virtually. Advance registration is preferred to participate and/or make a comment in the meeting in-person. Presentation Materials must be provided in an advance of the meeting. Comments submitted will be considered as public information and entered into public record. To register, please email [deputations.presentations@mississauga.ca](mailto:deputations.presentations@mississauga.ca) and for Residents without access to the internet can register by calling Megan Piercey at 905-615-3200 ext. 4915 no later than Friday, August 5, 2022 at 4:00 PM. Directions on how to participate will be provided.

**An asterisk (\*) symbol indicates an Item that has been either Revised or Added.**

#### Find it Online

<https://www.mississauga.ca/council/committees/planning-and-development-committee/>

Meetings of Council are streamed live at [Mississauga.ca/videos](https://www.mississauga.ca/videos)

**Contact**

Megan Piercey, Legislative Coordinator, Legislative Services  
905-615-3200 ext. 4915 | Email: [megan.piercey@mississauga.ca](mailto:megan.piercey@mississauga.ca)

**PUBLIC MEETING STATEMENT:** In accordance with the *Ontario Planning Act*, if you do not make a verbal submission to the Committee or Council, or make a written submission prior to City Council making a decision on the proposal, you will not be entitled to appeal the decision of the City of Mississauga to the Ontario Land Tribunal (OLT), and may not be added as a party to the hearing of an appeal before the OLT.

***Send written submissions or request notification of future meetings to:***

Mississauga City Council Att: Development Assistant  
c/o Planning and Building Department – 6th Floor  
300 City Centre Drive, Mississauga, ON, L5B 3C1  
Or Email: [application.info@mississauga.ca](mailto:application.info@mississauga.ca)



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1. **CALL TO ORDER**

2. **INDIGENOUS LAND STATEMENT**

"We acknowledge the lands which constitute the present-day City of Mississauga as being part of the Treaty and Traditional Territory of the Mississaugas of the Credit First Nation, The Haudenosaunee Confederacy the Huron-Wendat and Wyandotte Nations. We recognize these peoples and their ancestors as peoples who inhabited these lands since time immemorial. The City of Mississauga is home to many global Indigenous Peoples.

As a municipality, the City of Mississauga is actively working towards reconciliation by confronting our past and our present, providing space for Indigenous peoples within their territory, to recognize and uphold their Treaty Rights and to support Indigenous Peoples. We formally recognize the Anishinaabe origins of our name and continue to make Mississauga a safe space for all Indigenous peoples."

3. **DECLARATION OF CONFLICT OF INTEREST**

4. **MINUTES OF PREVIOUS MEETING**

4.1. Planning and Development Committee Draft Minutes - July 5, 2022

5. **MATTERS TO BE CONSIDERED (AFTERNOON SESSION)**

5.1. RECOMMENDATION REPORT (ALL WARDS)

Proposed City Initiated Amendments to Zoning By-law 0225-2007.  
File: BL.09-CIT (All Wards)

5.2. REALLOCATION OF SECTION 37 COMMUNITY BENEFITS REPORT (WARD 11)

Community Benefits contribution under Section 37.  
Address: 5155 Mississauga Road and 36-46 Main Street  
Applicant: City Park (Old Barber) Homes Inc. and Ravines on Main Inc.(previously City Park (Main Street) Inc.)  
File: OZ 16/011 W11, H OZ 19/005 W11, OZ 17/020 W11 and H OZ 21/001 W11

5.3. RECOMMENDATION REPORT (ALL WARDS)

Inclusionary Zoning Affordability Term.  
File: CD.06-INC

\*5.4. PUBLIC MEETING RECOMMENDATION REPORT (ALL WARDS)

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

5.5. RECOMMENDATION REPORT (WARDS 1-4 & 6-8)

Amendment to the Dundas Corridor Mixed Use Limited Designation.  
File: CD.04-DUN

6. MATTERS TO BE CONSIDERED (EVENING SESSION) - Nil

7. ADJOURNMENT

# 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 &amp; Building</p>	<p>Originator's files: BL.09-CIT (All Wards)</p>
	<p>Meeting date: August 8, 2022</p>

## Subject

### **RECOMMENDATION REPORT (ALL WARDS)**

**Proposed City Initiated Amendments to Zoning By-law 0225-2007**

**File: BL.09-CIT (All Wards)**

## Recommendation

That the report dated July 15, 2022, from the Commissioner of Planning and Building, recommending amendments to the Zoning By-law, proposing revised definitions and regulations, be approved in accordance with the following:

1. That notwithstanding that, subsequent to the public meeting, changes have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, any further notice regarding the proposed amendment is hereby waived.
2. That the proposed amendments to Zoning By-law 0225-2007, as detailed in Appendix 3, be approved, and that an implementing zoning by-law(s) be brought to a future City Council meeting.

## Background

The City periodically amends the zoning by-law to clarify wording, update definitions, delete or modify outdated regulations, introduce new regulations due to legislative requirements or new trends, or address zoning regulation interpretation issues.

A public meeting was held by the Planning and Development Committee on March 7, 2022, at which time an Information Report (<https://pub-mississauga.escribemeetings.com/FileStream.ashx?DocumentId=21168>) was received for information. Recommendation PDC-0015-2022 was then adopted by Council on March 23, 2022.

That the report dated February 11, 2022, from the Commissioner of Planning and Building regarding proposed City initiated amendments to Zoning By-law 0225-2007, under File BL.09- CIT (All Wards), be received for information.

## Comments

No comments were made at the public meeting and none have subsequently been received by the Planning and Building Department.

### PLANNING ANALYSIS SUMMARY

A detailed Planning Analysis is found in Appendix 2. The proposed zoning amendments are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan.

The proposed amendments, as outlined in the Information Report, are summarized as follows:

- Adding a new definition of buildable area
- Amending the definition of context grade
- Amending the definition of gross floor area (GFA) infill – residential to incorporate open-to-below space
- Lowering the threshold for what constitutes a flat roof
- Amending the definition of lot coverage to include pergolas
- Adding a new definition of parapet
- Amending the definition of a sight triangle to specify that they are within the public right-of-way
- Inserting a minimum setback regulation for rooftop balconies abutting a residential zone
- Clarifying accessibility requirements for parking and loading spaces
- Restricting decks associated with detached garages
- Adding a new regulation to permit window well encroachment into rear yards
- Exempting small open-to-below spaces for GFA – infill residential calculations
- Revising parking regulations in Greenlands zones

Since the public meeting, further considerations have been made for the proposed amendments. They are technical in nature and have no effect on the intent of the regulations as described in the Information Report. They are as follows:

- Adding buildable area regulations
- Revising the definition of sloped roofs to exclude parapets
- Amend the definition of height for low and medium density residential buildings to include parapets in the calculation of flat roofs

Appendix 3 details the proposed zoning changes that were considered in the Information Report, as well as the minor changes described above.

## Financial Impact

Not applicable.

## Conclusion

In accordance with subsection 34(17) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, Council is given authority to determine if further public notice is required. It is the opinion of staff that the minor changes described above do not fundamentally alter the intent of the previous Information Report. It is therefore recommended that no further public meeting be held as a result of the proposed changes.

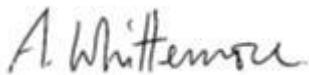
In summary, the proposed zoning amendments are acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposed amendments to Zoning By-law 0225-2007, as amended, conform with the policies of Mississauga Official Plan.
2. Regular updates to definitions and regulations are required to address interpretation issues and new trends.
3. Clarification is being provided to staff and applicants, leading to efficiencies in reviewing development proposals.

Should the amendments be approved by Council, the implementing zoning by-law(s) will be brought forward to Council at a future date.

## Attachments

- Appendix 1: Information Report
- Appendix 2: Detailed Planning Analysis
- Appendix 3: Proposed Zoning By-law Amendments
- Appendix 4: Context Grade Illustration



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

Prepared by: Rob Vertolli, Planner

# City of Mississauga Corporate Report



Date: February 11, 2022  To: Chair and Members of Planning and Development Committee  From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Originator's file: BL.09-CIT (All Wards)
	Meeting date: March 7, 2022

## Subject

### **PUBLIC MEETING INFORMATION REPORT (ALL WARDS)**

**Proposed City Initiated Amendments to Zoning By-law 0225-2007**

**File: BL.09-CIT (All Wards)**

## Recommendation

That the report dated February 11, 2022, from the Commissioner of Planning and Building regarding proposed City initiated amendments to Zoning By-law 0225-2007, under File BL.09-CIT (All Wards), be received for information.

## Background

The purpose of this report is to present proposed amendments to the zoning by-law with respect to new and revised definitions and revised regulations which will clarify interpretation issues; and to hear comments from the public on the proposed changes.

## Comments

The City periodically amends the zoning by-law to clarify wording, update definitions, deletes or modifies outdated regulations, introduces new regulations due to legislative requirements, new trends, or addresses zoning regulation interpretation issues. There are a number of proposed zoning by-law changes from different sections of the by-law. The following is an overview of the most significant amendments. A detailed list of all proposed amendments is included in Appendix 1.

### **FLAT ROOFS**

Staff are considering amendments to definitions relating to flat and sloped roofs. Currently, the definition of a flat roof states that 50% or more of the total roof area with a roof angle of less than 15 degrees above horizontal is required to be considered a flat roof. This can result in buildings with roofs that are slightly under the 50% threshold, have the appearance of a flat roof,

but are permitted the greater height permissions of a sloped roof. To address this issue, staff are considering reducing the percentage of roof area with a low angle to be considered a flat roof.

In addition, some homes are being designed with a sloped roof that also includes parapets. This makes the houses appear like a tall flat roof building. The regulations limiting height of flat roofs are intended to mitigate visual massing impacts to neighbouring properties and the streetscape. To maintain this intent, staff are considering introducing a definition of parapet into the by-law which will clarify that the inclusion of a parapet will constitute a flat roof. This will ensure the lower flat roof height limit will apply.

### **GROSS FLOOR AREA AND OPEN TO BELOW AREA**

The current definition of gross floor area (GFA) infill – residential measures the sum of the floor area of each storey in a house, including the area of an attached garage. In some instances, staff have reviewed proposals for GFA that include significant areas that were "open to below". In those situations, the calculations of GFA for the house will appear artificially low compared to the relative massing of the home since there are large void areas in the second floor. After the house has been built and massing of the house has been established, a homeowner can apply to complete the second floor, resulting in significant minor variances.

To address this issue, staff are considering amending the definition of GFA infill – residential to include voids in the floor, but introduce some flexibility for open entranceways and stairs.

### **PERMEABLE PARKING AREAS IN GREENLANDS ZONES**

The current regulations for Greenlands zones permit parking areas accessory to natural heritage features and conservation uses. The regulations also require that the parking areas be constructed of a permeable type of material to minimize impacts on the natural environment. Through consultation with relevant Conservation Authority and Parks, Forestry and Environment staff, it has been determined that permeable materials such as permeable pavers are not always the ideal method for mitigating environmental impacts such as reducing stormwater runoff.

As a result of the discussions, staff are considering amendments to the regulations for Greenlands zones to provide greater flexibility in addressing various environmental scenarios. Permeable materials would not be required, and asphalt or other stable surfaces would be a permitted construction material to address situations where permeable materials may not be appropriate. Bioswales and other low impact development features consisting of landscaping will continue to be permitted in the Greenlands zones.

### **OTHER PROPOSED CHANGES**

Other proposed changes to the zoning by-law include:

- Adding a new definition of buildable area to clarify which regulations take precedence on an exception schedule when there is a conflict with general provisions or base zone provisions
- Amending the definition of lot coverage to include pergolas
- Amending the definition of sight triangle to clarify that they are within the public right-of-way
- Inserting a minimum setback for an exterior edge of a balcony abutting a residential zone
- Restricting a deck on top, above or projecting from a detached garage
- Amending the definition of context grade to formalize the existing interpretation by staff by specifying the angle from the corner of each building
- Adding a new regulation to permit window wells to encroach of maximum of 1.0 m (3.3 ft.) into a required rear yard to align with Ontario Building Code requirements
- Clarifying that parking and loading spaces require access from unobstructed on-site driveways or aisles

## LAND USE POLICIES AND REGULATIONS

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

Conformity of the amendments with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 1.

## Financial Impact

There is no financial impact.

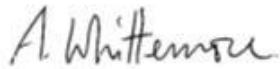


## Conclusion

Once the public meeting has been held, the Planning and Building Department will make a recommendation regarding these amendments.

## Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Jordan Lee, Planner

**Detailed Information and Preliminary Planning Analysis**  
**City Initiated Zoning By-law Amendment**

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## 1. Summary of Applicable Policies, Regulations and Proposed Amendments

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these proposed amendments have been reviewed and summarized in the table below. Only key policies relevant to the proposed amendments

have been included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The proposed amendments will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
<b>Provincial Policy Statement (PPS)</b>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Healthy, liveable and safe communities are sustained by: c) avoiding development and land use patterns which may cause environmental or public health and safety concerns; (PPS 1.1.1.c)</p> <p>Natural features and areas shall be protected for the long term (PPS 2.1.1)</p>
<b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>N/A – City's proposed amendments are not related to growth.</p>
<b>Region of Peel Official Plan (ROP)</b>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate proposed City initiated amendments to the zoning by-law.</p>	<p>It is the policy of Regional Council to:</p> <p>Protect, maintain and enhance the quality and integrity of ecosystems, including air, water, land and biota jointly with the area municipalities, conservation authorities and provincial agencies. (ROP 2.1.3.2)</p> <p>Encourage the area municipalities, in consultation with the conservation authorities, to promote and enforce soil conservation measures on developing sites. (ROP 2.1.3.6)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>General objectives: To conserve, restore and enhance integrity of Peel's air, water and land resources. (ROP 2.2.1.2)</p> <p>Objective: Identify, protect and support the restoration and rehabilitation of the Greenlands System in Peel. (ROP 2.3.1)</p>

## Mississauga Official Plan

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway

to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

## Relevant Mississauga Official Plan Policies

The following policies are applicable in the review of these proposed amendments. In some cases the description of the general intent summarizes multiple policies.

	General Intent
<b>Chapter 6 Value The Environment</b>	<p>Mississauga will: a) protect, enhance, restore and expand the Natural Heritage System; b) encourage the stewardship and enhancement of other areas within the Green System, particularly where it contributes to the function and linkage of the Natural Heritage System (Section 6.1.1)</p> <p>The City will work with the conservation authorities to encourage restoration, enhancement, stewardship and managements of lands identified by conservation authorities as part of their natural heritage systems. (Section 6.3.4)</p> <p>The Natural Heritage System will be protected, enhanced, restored and expanded through the following measures: e) the promotion of stewardship within privately and publicly owned lands within the Natural Heritage System; f) controlling activities that may be incompatible with the retention of the Natural Heritage System and associated ecological functions. (Section 6.3.24)</p> <p>Mississauga will use a water balance approach in the management of stormwater by encouraging and supporting measures and activities that reduce stormwater runoff, improve water quality, promote evapotranspiration and infiltration, and reduce erosion using stormwater best management practices. (Section 6.4.2.1)</p> <p>Surface drainage and stormwater management facilities will be installed for the safety of residents and to protect infrastructure and</p>

	<b>General Intent</b>
	property. (Section 6.4.2.4)
<b>Chapter 9 Build A Desirable Urban Form</b>	Where surface parking is permitted, the following will apply. Parking should: b) incorporate stormwater best management practices, such as permeable paving, bio-retention areas and tree clusters; (Section 9.5.5.3)
<b>Chapter 11 General Land Use Designations</b>	<p>Lands designated Greenlands are associated with natural hazards and/or natural areas where development is restricted. (Section 11.2.3.1)</p> <p>Permitted uses on Greenlands include conservation related uses, including flood control and/or erosion management, passive recreational uses are also permitted. (Section 11.2.3.2)</p>

## 2. Summary of Proposed Zoning By-law Amendments

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
<b>Section 1.2: Definitions</b>			
1	Buildable Area	Add a new definition	Create a definition for buildable area to clarify that minimum and maximum yards are no longer applicable, therefore only the setback requirements of the exception schedule will apply. This will result in removing any encroachments since yards have been removed, and leaving only projections, if permitted through the exception zone.
2	Context Grade	Amend the definition by removing the words "on a diagonal" and replacing with "at an angle of 135°"	The inclusion of a specific angle will provide greater clarity as to how context grade is measured and will be consistent with the existing interpretation used by Building Division staff.
3	Gross Floor Area (GFA) – Infill Residential	Amend the definition to include the area of void in a floor	By including the area of void in a floor in the calculation of gross floor area, the massing of an infill house will be accurately captured.

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
4	Flat Roof	Amend the percentage of flat roof area that would qualify as a flat roof	Lower the percentage of permitted flat roof area (angle less than 15 degrees) from 50% to 35%. This will result in houses that are designed to include more than 35% of the total area with flat roof components having to meet the lower flat roof height limit.
5	Lot Coverage	Amend the definition to include pergolas	Pergolas were previously not considered as part of lot coverage as they do not have a floor area, even though they are considered accessory structures.
6	Parapet	Add a new definition	Create a definition for parapet to clarify what constitutes a parapet.
7	Sight Triangle	Amend the definition to remove road allowance and replace with street	Previous definition was not clear that sight triangles only apply to public roads and not private roads.
<b>Part 2: General Provisions</b>			
8	2.1.30.2(2) Rooftop Balcony Setback Exception	Remove the words “does not abut” and replace with a specific measurement	Including a specific measurement provides clarity rather than using an interpretation of what is considered to be abutting.
<b>Part 3: Parking, Loading and Stacking Lane Regulations</b>			
9	3.1.1.8.1 Access – Parking and Loading Spaces	Remove the words “driveways and”	Clarify that parking spaces and aisles shall be provided by unobstructed on-site driveways or aisles. Driveways are not always required because there may be situations where there is only an aisle leading to a parking space.
<b>Part 4.1: General Provisions for Residential Zones</b>			
10	4.1.5 Encroachments and Projections – Window Wells	Add a new regulation that permits window wells to encroach a maximum of 1.2 m (3.9 ft.) into a required rear yard	The Ontario Building Code (OBC) requires that in some circumstances, second units with an egress window requires a window well to have a minimum depth clearance of 1.0 m

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
			(3.3 ft.). The proposed amendment will accommodate the OBC requirement but only in the required rear yard, which is typically the largest yard and not visible from the street. An additional 0.2 m (0.7 ft.) has been included to consider thicker materials such as brick or armor stone for window wells.
11	4.1.12.3 Deck Restrictions on Garages	Include detached garage in the restriction of a deck on top, above or projecting from a garage	When the accessory structure/garage regulations were last updated, one regulation was inadvertently omitted.
12	4.1.21 Maximum Gross Floor Area – Infill Residential	Add a new regulation to the General Provisions for Residential Zones that exempts the void in a floor for the calculation of gross floor area – infill residential, to a maximum of 10% of the permitted gross floor area – infill residential	The intent of creating this regulation is to ensure that the gross floor area for new dwellings is reflective of the massing of the building. Some flexibility is appropriate if the areas of void in a floor are minor, and in those cases, should not contribute to the gross floor area calculation.
<b>Part 10: Greenlands Zones</b>			
13	10.1.1.4 Parking Areas in Greenlands Zones	Remove the words “shall” and replace with “may”	In consultation with Conservation Authority and Community Services staff, permeable types of materials such as permeable pavers are not always the best method for addressing environmental impacts such as increased stormwater runoff. The proposed wording allows for flexibility to address the different scenarios.
<b>Miscellaneous</b>			
14	Various sections of the by-law	Bold the word “parapet” as it exists throughout the by-law	The word “parapet” currently exists in the by-law as an undefined term. Creating a definition will create clarity to effectively interpret regulations.

### **3. Next Steps**

Based on the comments received and the applicable Mississauga Official Plan policies, the Planning and Building Department will bring forward a recommendation report to a future Planning and Development Committee meeting. It is at this meeting that the members of the Committee will make a decision on the proposed amendments.



# Recommendation Report Detailed Planning Analysis

## City Initiated Zoning By-Law Amendment

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## **1. *Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)***

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.

Both the PPS and the Growth Plan recognize 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".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

## **2. Consistency with PPS**

The Public Meeting Report, dated February 11, 2022 (Appendix 1), provides an overview of relevant policies found within the PPS.

Several revisions to the zoning by-law are being proposed. However, only the proposed amendments to surface parking

requirements within Greenlands zones are influenced by the policies contained within the PPS.

These policies include:

Section 1.1.1(c) of the PPS states that healthy, liveable, and safe communities are sustained by avoiding development and land use patterns which may cause environmental or public health and safety concerns.

Section 2.1.1 of the PPS requires natural features and areas shall be protected for the long term.

The proposed amendment will permit more flexibility in addressing potential environmental concerns, as well as ensuring the continued protection of these lands through more efficient stormwater management practices.

As outlined in this report, the proposed development supports the general intent of the PPS.

## **3. Region of Peel Official Plan (ROP)**

As summarized in the Public Meeting Report, dated February 11, 2022 (Appendix 1), the proposed amendments to the zoning by-law do not require an amendment to the Region of Peel Official Plan.

Several revisions to the zoning by-law are being proposed. However, only the proposed amendments to surface parking

requirements within Greenlands zones are influenced by the policies found within ROP.

These policies include:

- Section 2.1.3.2 of ROP promotes the protection, maintenance, and enhancement of the quality and integrity of ecosystems, including air, water, land and biota jointly with the area municipalities, conservation authorities and provincial agencies.
- Section 2.1.3.6 of ROP encourages the area municipalities, in consultation with the conservation authorities, to promote and enforce soil conservation measures on developing sites.
- Section 2.3.1 of ROP promotes identifying, protecting, and supporting the restoration and rehabilitation of the Greenlands System in Peel.

The proposed amendment conforms to ROP by providing the City with required regulations necessary in efficiently mitigating environmental concerns. By providing both the necessary flexibility in site design, as well as in expanding the choice in construction materials, this amendment will provide the City with appropriate tools to support and protect the Greenlands Systems.

#### **4. Mississauga Official Plan (MOP)**

The proposed amendments to the zoning by-law do not require an amendment to the Mississauga Official Plan (MOP).

Planning staff have evaluated the proposed zoning amendments within the context of relevant MOP policies.

The following is an analysis of the key policies and criteria:

##### *Value the Environment*

- Section 6.1.1 of MOP encourages Mississauga to: a) protect, enhance, restore and expand the Natural Heritage System; b) encourage the stewardship and enhancement of other areas within the Green System, particularly where it contributes to the function and linkage of the Natural Heritage System.
- Section 6.3.4 of MOP compels the City to work with the conservation authorities to encourage restoration, enhancement, stewardship and managements of lands identified by conservation authorities as part of their natural heritage systems.
- Section 6.3.24 of MOP encourages the protection, enhancement, restoration, and expansion of the Natural Heritage System through: e) the promotion of stewardship within privately and publicly owned lands within the Natural Heritage System; and, f) controlling activities that may be incompatible with the retention of the Natural Heritage System and associated ecological functions.
- Section 6.4.2.1 of MOP details that Mississauga should use a water balance approach in the management of stormwater by encouraging and supporting measures and activities that reduce stormwater runoff, improve

water quality, promote evapotranspiration and infiltration, and reduce erosion using stormwater best management practices.

#### *Build a Desirable Urban Form*

- Section 9.5.5.3 of MOP details that where surface parking is permitted, the following will apply. Parking should: b) incorporate stormwater best management practices, such as permeable paving, bio-retention areas and tree clusters

#### *General Land Use Designations*

- Section 11.2.3.1 of MOP identifies that lands designated Greenlands are associated with natural hazards and/or natural areas where development is restricted.
- Section 11.2.3.2 of MOP identifies that permitted uses on Greenlands include conservation related uses, including flood control and/or erosion management, passive recreational uses are also permitted.

The proposed amendment, which allows for flexibility in both site design and site construction materials, conforms to MOP by ensuring that best management practices can ultimately be utilized. Such flexibility permits the protection of the Natural Heritage Systems, helps to control incompatible activities, and serves to reduce resultant stormwater erosion within these areas.

Further, the proposed amendment was generated in consultation with the conservation authorities and serves these groups' shared interest in the restoration, enhancement, and protection of these lands.

For these reasons, this amendment is consistent with the *Provincial Policy Statement*, Region of Peel Official Plan, and Mississauga Official Plan.

## **5. Zoning**

Please see Appendix 3: Proposed Zoning By-law Amendments, in this regard.

## **6. Conclusions**

In conclusion, City staff have evaluated the proposed amendments against the *Provincial Policy Statement*, Region of Peel Official Plan, and Mississauga Official Plan.

Staff note, current regulations requiring parking areas to be constructed solely of a permeable material in Greenlands zones has had the unintended consequence of prohibiting best stormwater management practices; neither addressing the underlying issue, nor meeting the general intent.

The proposed amendment, drafted in consultation with both the City of Mississauga's Community Services Department, as well as the appropriate conservation authorities, will serve to achieve the overarching policies of MOP, enact zoning

regulations to permit best stormwater management practices,  
and protect and enhance the associated Greenlands zones.

**Proposed Zoning Regulations**

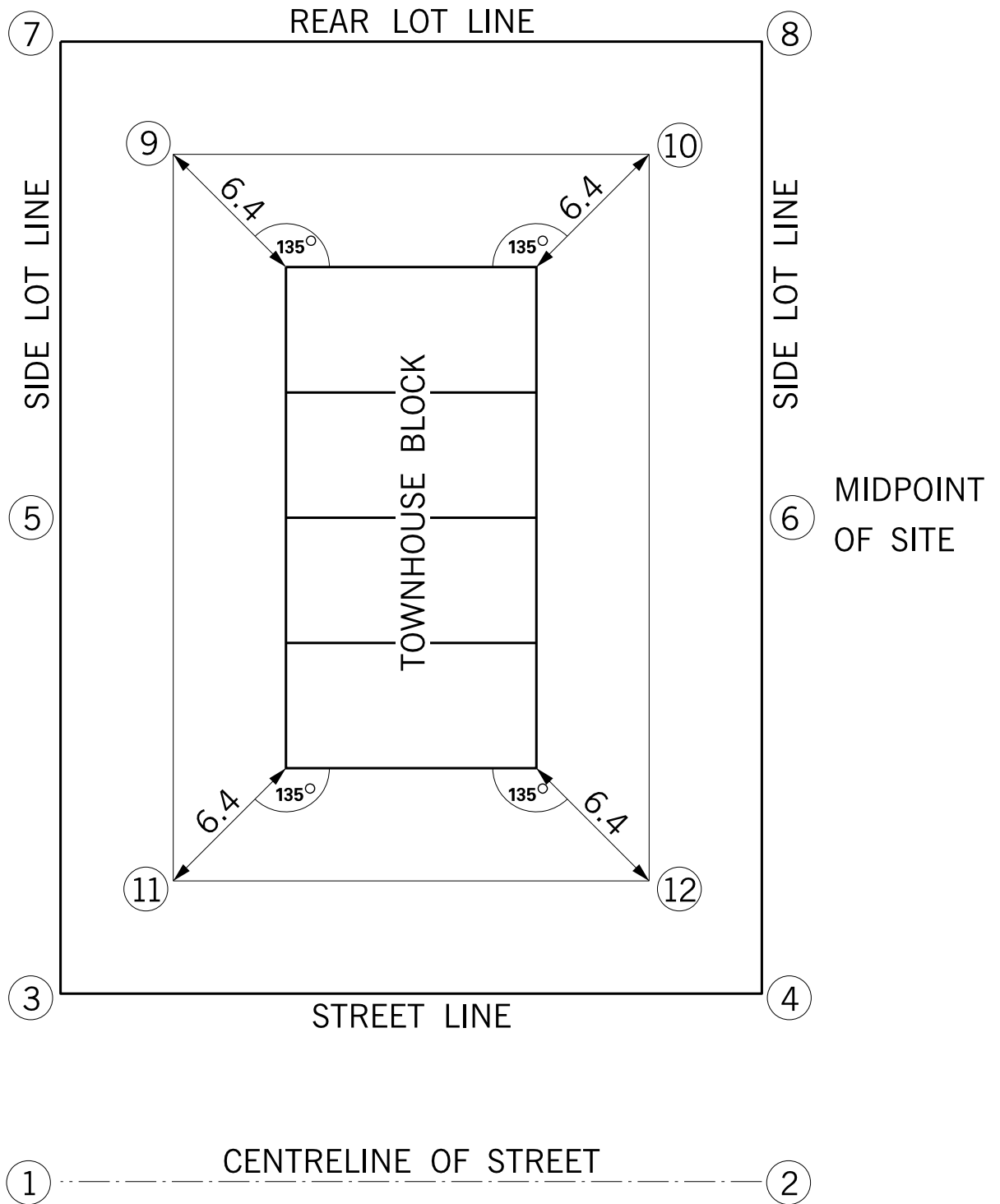
#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
<b>Section 1.2: Definitions</b>			
1	Buildable Area	Add a new definition - means the three dimensional space on a lot within which all buildings and structures or parts thereof must be located and which is defined by delineation on an Exception Zone Schedule	Create a definition for buildable area to clarify that minimum and maximum yards are no longer applicable. This ensures that only the setback requirements of the exception schedule shall apply. This further results in removing all encroachment permissions, since yards have been removed, and leaves only projection permissions (if identified within the exception zone).
2	Context Grade	Amend the definition by removing the words "on a diagonal" and replace with "at an angle of 135°"	The inclusion of this specific angle will provide greater clarity regarding how context grade is measured and will be consistent with the existing interpretation used by Building Division staff.  See Appendix 4 for an illustration.
3	Gross Floor Area (GFA) – Infill Residential	Amend the definition to include the area of void in a floor	By including the void area in the GFA calculation, the massing of an infill house will be more accurately captured.
4	Flat Roof	Amend the percentage of flat roof area that would qualify as a flat roof	Lower the percentage of permitted flat roof area (angle less than 15 degrees) from 50% to 35%. This will ensure that designs utilizing a flat roof area of 35% or

#	SECTION NUMBER	PROPOSED REVISION	COMMENT/EXPLANATION
			more will be required to meet the more stringent flat roof height regulations.
5	Height	Amend (2.1) under (2) and (3) to include parapets in the calculation of height for a flat roof	Amending the definition will clarify that the height is taken from the relevant grade calculation to the highest point of a flat roof, including parapets.
6	Lot Coverage	Amend the definition to include pergolas	Pergolas were previously not considered as part of lot coverage.
7	Parapet	Add a new definition - means the extension of a wall that continues vertically above the edge of a roof, in whole or in part	Create a definition for parapet to clarify what constitutes a parapet.
8	Sight Triangle	Amend the definition to remove "road allowance" and replace it with "street"	Previous definition was not clear that sight triangles should only apply to public roads and not private roads.
9	Sloped Roof	Amend the definition to exclude parapet	The new definition will clarify that sloped roofs cannot include parapets, and therefore, the lower height limits of flat roofs will apply.
<b>Part 2: General Provisions</b>			
10	2.1.30.2(2) Rooftop Balcony Setback Exception	Remove the words "does not abut" and replace with a minimum distance of 7.5 m	The proposed specific measurement provides clarity to staff and applicants on how to interpret this regulation.

<b>Part 3: Parking, Loading and Stacking Lane Regulations</b>			
11	3.1.1.8.1 Access – Parking and Loading Spaces	Remove the words “driveways and”	Clarify that parking spaces and aisles shall be provided by unobstructed on-site driveways or aisles. Driveways are not always required because there may be situations where there is only an aisle leading to a parking space.
<b>Part 4.1: General Provisions for Residential Zones</b>			
12	4.1.12.3 Deck Restrictions on Garages	Include detached garages in the restriction of a deck on top, above or projecting from a garage	When the accessory structure/garage regulations were last updated, one regulation was inadvertently omitted.
13	4.1.5.12 Encroachments and Projections – Window Wells	Add a new regulation that permits window wells to encroach a maximum of 1.2 m (3.9 ft.) into a required rear yard	The Ontario Building Code (OBC) requires that in some circumstances, second units with an egress window requires a window well to have a minimum depth clearance of 1.0 m (3.3 ft.). The proposed amendment will accommodate the OBC requirement but only in the required rear yard, which is typically the largest yard and not visible from the street. An additional 0.2 m (0.7 ft.) has been included to consider thicker materials such as brick or armor stone for window wells.
14	4.1.21 Maximum Gross Floor Area – Infill Residential	Add a new regulation to the General Provisions for Residential Zones that exempts the void in a floor for the calculation of gross floor area – infill residential, to a maximum of	This regulation ensures that the gross floor area for new dwellings are reflective of the massing of the building. Some flexibility is appropriate if the areas of void



		10% of the permitted gross floor area – infill residential	in a floor are minor, and in those cases, should not contribute to the gross floor area calculation.
15	4.1.5.13 Encroachments and Projections – Buildable Area	Add a new regulation to prohibit projections outside of the buildable area, unless specified through site specific exception or exception schedule.	This regulation is required in facilitating the proposed Buildable Area definition.
<b>Part 10: Greenlands Zones</b>			
16	10.1.1.4 Parking Areas in Greenlands Zones	Remove the words “shall” and replaced with “may”	In consultation with Conservation Authority and Community Services staff, permeable types of materials such as permeable pavers are not always the best method for addressing environmental impacts such as increased stormwater runoff. The proposed wording allows for flexibility to address the different scenarios.
<b>Miscellaneous</b>			
17	Various sections of the by-law	Bold the words “parapet” and “buildable area”, as they appear throughout the by-law	The words “parapet” and “buildable area” currently exist in the by-law as an undefined term. Creating a definition will create clarity to effectively interpret regulations.



Points 3 to 8 are measured 0.1m off the property line.

# 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 &amp; Building</p>	<p>Originator's files: OZ 16/011 W11, H-OZ 19/005 W11, OZ 17/020 W11 and H-OZ 21/001 W11</p> <hr/> <p>Meeting date: August 8, 2022</p>
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## Subject

### **REALLOCATION OF SECTION 37 COMMUNITY BENEFITS REPORT (WARD 11)**

**Community Benefits contribution under Section 37**

**5155 Mississauga Road and 36-46 Main Street**

**Owners: City Park (Old Barber) Homes Inc. and Ravines on Main Inc. (Previously City Park (Main Street) Inc.)**

**Files: OZ 16/011 W11 and H-OZ 19/005 W11; and, OZ 17/020 W11 and H-OZ 21/001 W11**

## Recommendation

That the report dated July 15, 2022, from the Commissioner of Planning and Building outlining the recommended reallocation of Section 37 Community Benefits under Files OZ 16/011 W11 and H-OZ 19/005 W11, City Park (Old Barber) Homes Inc., 5155 Mississauga Road, and OZ 17/020 W11 and H-OZ 21/001 W11, Ravines on Main Inc. (previously City Park (Main Street) Inc.), 36 - 46 Main Street, be approved and that amended Section 37 agreements be executed in accordance with the following:

1. That \$40,000 of the collected Section 37 Community Benefits contribution from OZ 16/011 W11 and H-OZ 19/005 W11, City Park (Old Barber) Homes Inc., 5155 Mississauga Road, be reallocated to an upgraded boulevard treatment (fence installation and tree planting) along the north side of Melody Drive, east of Mississauga Road, extending the depth of the property at 5235 Mississauga Road;
2. That \$8,000 of the collected Section 37 Community Benefits contribution from OZ 17/020 W11 and H-OZ 21/001 W11, Ravines on Main Inc., 36 – 46 Main Street, be reallocated to planters and Streetsville signage and associated hardware;

Originator's files: OZ 16/011 W11, H-OZ 19/005 W11, OZ 17/020 W11 and H-OZ 21/001 W11

3. That City Council enact a by-law under Section 37 of the *Planning Act* to authorize the Commissioner of Planning and Building and the City Clerk to execute the amended Section 37 agreements with City Park (Old Barber) Homes Inc. and Ravines on Main Inc.

## Executive Summary

- The City received a Community Benefits contribution in the amount of \$700,000 under Files OZ 16/011 W11 and H-OZ 19/005 W11, City Park (Old Barber) Homes Inc., 5155 Mississauga Road
- The City received a Community Benefits contribution in the amount of \$185,000 under Files OZ 17/020 W11 and H-OZ 21/001 W11, City Park (Main Street) Inc., 36 – 46 Main Street
- Since securing the contributions, some community benefit projects have received funding from other sources, leaving some of the Community Benefits contributions to be reallocated
- Staff propose to reallocate \$40,000 of the \$700,000 Community Benefits contribution to an upgraded boulevard treatment (fence installation and tree planting) along the north side of Melody Drive, east of Mississauga Road
- Staff propose to reallocate \$8,000 of the \$185,000 Community Benefits contribution to planters and Streetsville signage and associated hardware
- The proposal has been evaluated against the criteria contained in the Corporate Policy and Procedure on Bonus Zoning
- The request can be supported subject to the execution of amended Section 37 agreements

## Background

### 5155 Mississauga Road (OZ 16/011 W11 and H-OZ 19/005 W11)

On February 24, 2020, a Section 37 Community Benefits Report was presented to Planning and Development Committee (PDC). Recommendation PDC-0011-2020 was then adopted by Council on March 4, 2020:

That the report dated January 31, 2020, from the Commissioner of Planning and Building outlining the recommended Section 37 Community Benefits under File OZ 16/011 W11, City Park (Old Barber) Homes Inc., 5155 Mississauga Road, be adopted and that a Section 37 agreement be executed in accordance with the following:

Originator's files: OZ 16/011 W11, H-OZ 19/005 W11, OZ 17/020 W11 and H-OZ 21/001 W11

1. That the sum of \$700,000 be approved as the amount for the Section 37 Community Benefits contribution
2. That City Council enact a by-law under Section 37 of the *Planning Act* to authorize the Commissioner of Planning and Building and the City Clerk execute the Section 37 agreement with City Park (Old Barber) Homes Inc., and that the agreement be registered on title to the lands in a manner satisfactory to the City Solicitor to secure the community benefits contribution

### **36-46 Main Street (OZ 17/020 W11 and H-OZ 21/001 W11)**

On February 14, 2022, a Section 37 Community Benefit Report was presented to the Planning and Development Committee (PDC). Recommendation PDC-0012-2022 was then adopted by Council on March 2, 2022:

That the report dated January 21, 2022, from the Commissioner of Planning and Building outlining the recommended Section 37 Community Benefits under File OZ 17/020 W11 and TM17007 W11, City Park (Main Street) Inc., 36, 38, 40, 44 and 46 Main Street, be adopted and that a Section 37 agreement be executed in accordance with the following:

1. That the sum of \$185,000.00 be approved as the amount for the Section 37 Community Benefits contribution.
2. That City Council enact a by-law under Section 37 of the *Planning Act* to authorize the Commissioner of Planning and Building and the City Clerk to execute the Section 37 agreement with City Park (Main Street) Inc., and that the agreement be registered on title to the lands in a manner satisfactory to the City Solicitor to secure the community benefits contribution.

Since executing the Section 37 Community Benefit agreements and securing the community benefit contributions, Ward 11 Councillor, George Carlson has requested that a portion of the community benefit contributions be reallocated to other projects in Ward 11.

The purpose of this report is to provide comments and a recommendation with respect to the proposed reallocation of a portion of the secured Section 37 community benefit contributions.

## **Comments**

### **5155 Mississauga Road (OZ 16/011 W11 and H-OZ 19/005 W11)**

The January 31, 2020 Section 37 Community Benefits Report is attached as Appendix 1.

The Section 37 community benefits contribution of \$700,000 was secured and the Section 37 agreement was executed on July 31, 2020. A total of \$64,910 of the community benefits contribution is currently in the Section 37 Reserve Fund. This amount consists of the original contribution amount of \$61,124, plus \$3,786 in interest that has accrued. This portion of the community benefits contribution was allocated to Streetsville community signage and the possibility of constructing a protective enclosure for the historic William Couse Carriage. Both of these projects have since received funding from different sources and, therefore, a portion of the remaining community benefits contribution can be reallocated. It is proposed that \$40,000 of the remaining \$64,910 be allocated to an upgraded boulevard treatment (fence installation and tree planting) along the north side of Melody Drive, east of Mississauga Road, extending the depth of the property at 5235 Mississauga Road. Should there be any left over money after the completion of the upgraded boulevard treatment, it will be added to the remaining \$24,910 in the Section 37 Reserve Fund for the enclosure of the William Couse Carriage house.

### **36-46 Main Street (OZ 17/020 W11 and H-OZ 21/001 W11)**

The January 21, 2022, Section 37 Community Benefits Report is attached as Appendix 2.

The Section 37 community benefits contribution of \$185,000 was secured and the Section 37 agreement was executed on March 4, 2022. The entire \$185,000 community benefits contribution is currently in the Section 37 Reserve Fund. The community benefits contribution is to be used towards lifecycle repairs and upgrades to the Streetsville Village Square electrical infrastructure, with any remaining funding to be used towards lighting of the recently installed gateway signage on Main Street. It is proposed that \$8,000 of the \$185,000 be allocated to planters and Streetsville signage and associated hardware. The remaining \$177,000 will remain in the Section 37 Reserve Fund to be used towards the originally planned community benefits.

### **Guiding Implementation Principles**

The Section 37 community benefits proposals were evaluated through the two previous Section 37 reports attached in Appendices 1 and 2. The proposed reallocation has been evaluated against the following guiding implementation principles contained in the Corporate Policy and Procedure on Bonus Zoning.

#### **1. Development must represent good planning**

A fundamental requirement of the use of Section 37 is that the application being considered must first and foremost be considered "good planning" regardless of the Community Benefit contribution. This was assessed in the two previous Section 37 Community Benefits reports.

#### **2. A reasonable planning relationship between the secured Community Benefit and the proposed increase in development is required**

The proposed upgraded boulevard treatment (fence installation and tree planting) along the north side of Melody Drive, east of Mississauga Road, extending the depth of the

Originator's files: OZ 16/011 W11, H-OZ 19/005 W11, OZ 17/020 W11 and H-OZ 21/001 W11

property at 5235 Mississauga Road is in the immediate vicinity of 5155 Mississauga Road and, therefore, represents a "highest priority" and a "next priority" community benefit.

The proposed contribution towards planters and Streetsville signage and associated hardware is in the immediate vicinity of 36-46 Main Street and, therefore, represents a "highest priority" community benefit.

### **3. Community Benefit contributions should respond to community needs**

In accordance with the Corporate Policy and Procedure, Ward 11 Councillor, George Carlson, has been consulted and supports the proposed reallocation of the community benefit contributions.

### **4. Ensure that the negotiation process of Section 37 Agreements is transparent**

This was addressed in the two previous Section 37 Community Benefits reports.

### **Section 37 Agreement**

The Planning and Building Department and the owner (City Park Homes owns both projects) have reached a mutually agreed upon terms and conditions of the community benefits and related agreements. The amended agreement provisions will include the following:

- a Community Benefit contribution of \$40,000 will be used to upgrade the City boulevard (fence installation and tree planting) along the north side of Melody Drive, east of Mississauga Road, extending the depth of the property at 5235 Mississauga Road
- a Community Benefit contribution of \$8,000 will be used to provide planters and Streetsville signage and associated hardware

## **Financial Impact**

The cash benefits received from a Section 37 agreement have been collected and are being held in a Section 37 Reserve Fund set up for that purpose. This fund is managed by Accounting, Corporate Financial Services, who are responsible for maintaining a record of all cash payments received under this policy.

## **Conclusion**

Staff have concluded that the proposed reallocation of Section 37 Community Benefits is appropriate and adheres to the criteria contained in the Corporate Policy and Procedure on Bonus Zoning.

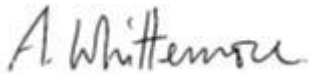
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Originator's files: OZ 16/011 W11, H-OZ 19/005 W11, OZ 17/020 W11 and H-OZ 21/001 W11

## Attachments

Appendix 1: Section 37 Community Benefits Report (Ward 11), 5155 Mississauga Road, City Park (Old Barber) Homes Inc., OZ 16/011 W11

Appendix 2: Section 37 Community Benefits Report (Ward 11), 36, 38, 40, 44 and 46 Main Street, City Park (Main Street) Inc., OZ 17/020 W11



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

Prepared by: Ashlee Rivet-Boyle, MCIP, RPP, Development Manager, North



# City of Mississauga

## Corporate Report



Date: 2020/01/31

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's file:  
OZ 16/011 W11

Meeting date:  
2020/02/24

## Subject

### **SECTION 37 COMMUNITY BENEFITS REPORT (WARD 11)**

**Community Benefits contribution under Section 37 to permit 4 detached and 2 semi-detached homes, 14 condominium townhomes and 4 back to back condominium dwelling units within the existing heritage building (Old Barber House)**

**5155 Mississauga Road, northeast corner of Mississauga Road and Barbertown Road**

**Owner: City Park (Old Barber) Homes Inc.**

**Files: OZ 16/011 W11**

## Recommendation

That the report dated January 31, 2020, from the Commissioner of Planning and Building outlining the recommended Section 37 Community Benefits under File OZ 16/011 W11, City Park (Old Barber) Homes Inc., 5155 Mississauga Road, be adopted and that a Section 37 agreement be executed in accordance with the following:

1. That the sum of \$700,000 be approved as the amount for the Section 37 Community Benefits contribution.
2. That City Council enact a by-law under Section 37 of the *Planning Act* to authorize the Commissioner of Planning and Building and the City Clerk to execute the Section 37 agreement with City Park (Old Barber) Homes Inc., and that the agreement be registered on title to the lands in a manner satisfactory to the City Solicitor to secure the community benefits contribution.

## Report Highlights

- The City is seeking a Community Benefits contribution under Section 37 of the *Planning Act*, in conjunction with the proponent's official plan amendment and rezoning applications
- The proposal has been evaluated against the criteria contained in the Corporate Policy

### and Procedure on Bonus Zoning

- The Community Benefits contribution is \$700,000, which will be used towards the heritage building restoration on site, landscape improvements on site, Streetsville Community signage and possibility for the restoration and protective enclosure of the historic William Couse Carriage
- The request can be supported subject to the execution of a Section 37 agreement and payment of the cash contribution by the owner

## Background

On June 11, 2018, a Recommendation Report was presented to the Planning and Development Committee (PDC) recommending approval in principle of official plan amendment and rezoning applications on these lands under File OZ 16/011 W11 by City Park (Old Barber) Homes Inc. to permit 4 detached and 2 semi-detached homes, 14 condominium townhomes, and 4 back to back condominium dwelling units within the existing heritage building.

PDC passed Recommendation PDC-0044-2018, which was adopted by Council on June 20, 2018. As part of the recommendation, staff is to report back to Council on the recommended community benefits.

On February 8, 2019, the Local Planning Appeal Tribunal approved the proposed redevelopment on the subject lands.

The purpose of this report is to provide comments and a recommendation with respect to the proposed Section 37 Community Benefit contributions.

## Comments

Background information including a concept plan and aerial photograph for the proposed development is provided in Appendices 1 and 2.

### Section 37 Community Benefits Proposal

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in Mississauga Official Plan, this policy enables the City to secure community benefits when increases in permitted development are deemed good planning by Council through the approval of a development application. The receipt of the Community Benefits discussed in this report conforms to Mississauga Official Plan and the Corporate Policy and Procedure on Bonus Zoning.

"Community Benefits" is defined in the Corporate Policy and Procedure as meaning facilities or cash secured by the City and provided by an owner/developer for specific public capital

facilities, services or matters. Chapter 19.8.2 of the Official Plan provides examples of potential Community Benefits, e.g. the provision of public art, the provision of multi-modal transportation facilities, the provision of streetscape improvements, etc.

Following Council's approval in principle of the subject applications, Planning staff met with Ward 11 Councillor, George Carlson to discuss possible community benefits relating to the proposal. Staff also had discussion with the owner's agent. Based on the discussions, three uses and a fourth potential were established for the contribution.

Confirmation has been provided by the owner that the Community Benefit is \$700,000 towards three uses for the contribution.

The proposed Community Benefits are:

- The Old Barber House is a designated heritage resource located on the subject property. The majority of the contribution will be utilized for the restoration of this significant heritage building and the Old Barber House outbuilding. Further detailed negotiations and discussions regarding this heritage building restoration and its delivery will still need to take place between the City and the proponent - \$544,761
- A portion of the contribution will be used for significant landscaping, in excess of normal site plan requirements, including front yard garden improvements of the Old Barber House property - \$94,115
- The contribution will also go towards Streetsville Community area signage and possibility for the restoration and protective enclosure of the William Couse Carriage following an investigation into the feasibility. Additional information and discussions will still need to take place to determine the costs and placement of these particular community benefits - \$61,124

### **Guiding Implementation Principles**

The Section 37 Community Benefits proposal has been evaluated against the following guiding implementation principles contained in the Corporate Policy and Procedure on Bonus Zoning.

#### **1. Development must represent good planning.**

A fundamental requirement of the use of Section 37 is that the application being considered must first and foremost be considered "good planning" regardless of the Community Benefit contribution.

The Planning and Building Department evaluated the proposed official plan amendment and rezoning applications and recommended that they be approved as they are acceptable from a planning standpoint and represent good planning. Council passed Recommendation PDC-0044-2018 on June 20, 2018 in support of the applications, and the Local Planning Appeal Tribunal issued a decision on February 8, 2019 approving the applications subject to resolution of outstanding technical matters.

**2. A reasonable planning relationship between the secured Community Benefit and the proposed increase in development is required.**

Mississauga's cultural heritage resources reflect the social, cultural and ethnic heritage of the city and as such, are imperative to conserve and protect. The proposed contribution towards the on-site building restoration and landscape improvements of a significant heritage resource is considered a "highest priority" under the City of Mississauga's Bonus Zoning policies and procedures.

A contribution toward the provision of Streetsville Community area signage and the investigation of the restoration and protective enclosure of the William Couse Carriage affects the immediate vicinity of the site and the surrounding community and, therefore, represents "highest priority" and "next priority".

In order to determine a fair value of the Community Benefits, Realty Services retained an independent land appraisal to determine the increased value of the land resulting from the height and density increase. The overall increased value of this land has been determined to be \$2,900,000. According to the Corporate Policy and Procedure, a Community Benefit contribution should be in the range of 20% to 40% of the increased value of the land. The contribution of \$700,000 represents 24% of the land lift value.

**3. Community Benefit contributions should respond to community needs.**

The protection of heritage resources is important and is supported by policies within the City's Official Plan. The provision of community signage contributes to the City's objective of supporting distinct community identities that foster community pride and building complete communities.

In accordance with the Corporate Policy and Procedure, Ward 11 Councillor, George Carlson, has been consulted regarding the negotiations and supports the proposed Community Benefit contribution.

**4. Ensure that the negotiation process of Section 37 Agreements is transparent.**

The land appraisal report prepared by an independent land appraiser is available for viewing. Any proposed initiatives, improvements and upgrades, would be subject to a detailed assessment by the Planning and Building Department, Community Services Department (Parks and Forestry and Culture) and Transportation and Works Department.

**Section 37 Agreement**

The Planning and Building Department and the owner have reached mutually agreed upon terms and conditions of the Community Benefit and related agreement for the subject lands. The agreement provisions will include the following:

- a Community Benefit contribution of \$700,000;

- the contribution is to be used towards the restoration of the Old Barber House, landscape design including front yard gardens on the Old Barber House property, the design, construction and installation of community signage and possibly towards of the restoration and enclosure of the William Couse Carriage following a feasibility investigation. The detailed allocation towards each of the potential projects will be finalized in consultation with the local Ward Councillor;
- the agreement is to be registered on title to the lands in a manner satisfactory to the City Solicitor, to secure the said benefits.

## Financial Impact

Cash benefits received from a Section 37 agreement will be collected by the Planning and Building Department and held in a Section 37 Reserve Fund set up for that purpose. This fund will be managed by Accounting, Corporate Financial Services, who are responsible for maintaining a record of all cash payments received under this policy.

## Conclusion

Staff have concluded that the proposed Section 37 Community Benefit is appropriate, based on the increased density being recommended through the official plan amendment and rezoning applications; and that the proposal adheres to the criteria contained in the Corporate Policy and Procedure on Bonus Zoning. Further, the contribution towards heritage restoration, landscape (front garden) improvements, community signage and potentially towards of the restoration and protective enclosure of the William Couse Carriage will help to implement the guiding principles in Mississauga Official Plan with regards to the complete communities and a desirable urban form.

## Attachments

Appendix 1: Concept Plan

Appendix 2: Aerial Photography



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

Prepared by: Robert Ruggiero, Development Planner





LEGEND:



SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2019



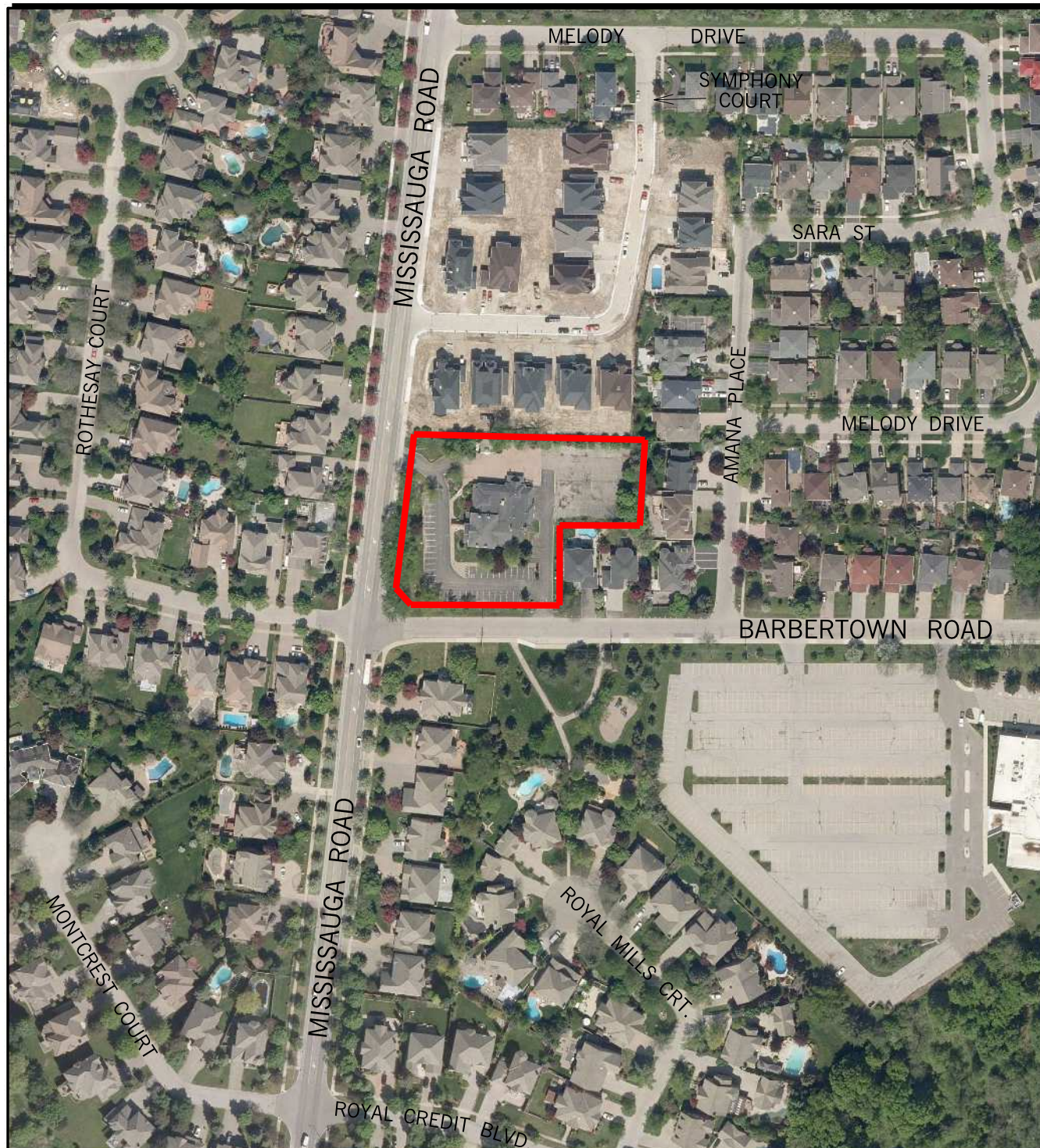
TITLE: CITY PARK (OLD BARBER)  
HOMES INC.

FILE NO: OZ 16/011 W11 & T-M16003 W11



MISSISSAUGA

Produced by  
Corporate Services,  
Geospatial Solutions



# City of Mississauga

# Corporate Report



<p>Date: January 21, 2022</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's files: OZ 17/020 W11, T-M17007 W11 and H-OZ 21/001 W11</p> <hr/> <p>Meeting date: February 14, 2022</p>
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## Subject

### **SECTION 37 COMMUNITY BENEFITS REPORT (WARD 11)**

**Community Benefits Contribution under Section 37 to permit seven freehold townhomes and 19 condominium townhomes**

**36, 38, 40, 44 and 46 Main Street, northeast corner of Main Street and Wyndham Street**

**Owner: City Park (Main Street) Inc.**

**File: OZ 17/020 W11, T-M17007 W11 and H-OZ 21/001 W11**

## Recommendation

That the report dated January 21, 2022, from the Commissioner of Planning and Building outlining the recommended Section 37 Community Benefits under File OZ 17/020 W11 and T-M17007 W11, City Park (Main Street) Inc., 36, 38, 40, 44 and 46 Main Street, be adopted and that a Section 37 agreement be executed in accordance with the following:

1. That the sum of \$185,000.00 be approved as the amount for the Section 37 Community Benefits contribution.
2. That City Council enact a by-law under Section 37 of the *Planning Act* to authorize the Commissioner of Planning and Building and the City Clerk to execute the Section 37 agreement with City Park (Main Street) Inc., and that the agreement be registered on title to the lands in a manner satisfactory to the City Solicitor to secure the community benefits contribution.

## Executive Summary

- The City is seeking a Community Benefits contribution under Section 37 of the *Planning Act*, in conjunction with the proponent's official plan amendment and rezoning application



Originator's files: OZ 17/020 W11  
T-M17007 W11  
H-OZ 21/001 W11

- The proposal has been evaluated against the criteria contained in the Corporate Policy and Procedure on Bonus Zoning
- The Community Benefits contribution is \$185,000 which will be used towards lifecycle repairs and upgrades to the Streetsville Village Square electrical infrastructure, with any remaining funding be used towards lighting of recently installed gateway signage on Main Street
- The request can be supported subject to the execution of a Section 37 agreement and payment of the cash contribution by the owner

## Background

On September 28, 2020, a Recommendation Report was presented to Planning and Development Committee (PDC) recommending approval of official plan amendment and rezoning applications on the subjects lands under File OZ 17/020 W11, by City Park (Main Street) Inc., to permit 7 freehold townhomes and 19 condominium townhomes subject to certain conditions.

PDC passed Recommendation PDC-0034-2020 which was subsequently adopted by Council on October 14, 2020. As part of the recommendation, staff was directed to hold discussions with the applicant to secure Community Benefits in accordance with Section 37 of the *Planning Act* and the Corporate Policy and Procedure on Bonus Zoning, and to return to Council with a Section 37 report outlining the recommended Community Benefits. The purpose of this report is to provide comments and a recommendation with respect to the proposed Section 37 Community Benefits.

## Present Status

Official Plan Amendment 111 and the implementing zoning by-law (0029-2021) were adopted by Council on February 3, 2021. This report addresses the outstanding Section 37 contribution that is required to be made to the City in order to lift the “H” Holding Symbol from the zoning of the site.

## Comments

Background information, including an aerial photograph and the concept plan for the proposed development, is provided in Appendices 1 and 2.

### Section 37 Community Benefits Proposal

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in Mississauga Official Plan, this policy enables the City to secure community benefits when

Originator's files: OZ 17/020 W11  
T-M17007 W11  
H-OZ 21/001 W11

increases in permitted development are deemed good planning by Council through the approval of a development application. The receipt of the Community Benefits discussed in this report conforms to Mississauga Official Plan and the Corporate Policy and Procedure on Bonus Zoning.

"Community Benefits" is defined in the Corporate Policy and Procedure as meaning facilities or cash secured by the City and provided by an owner/developer for specific public capital facilities, services or matters. Chapter 19.8.2 of the Official Plan provides examples of potential Community Benefits, e.g. the provision of public art, the provision of multi-modal transportation facilities, the provision of streetscape improvements, etc.

Following Council's approval in principle of the subject applications, Planning staff consulted with representatives from Community Services, Transportation and Works, and Corporate Services to discuss potential community benefits. Subsequent to these discussions, Planning staff then met with the developer and Ward 11 Councillor, George Carlson, on separate occasions to discuss the possible community benefits relating to the proposal.

Written confirmation has been provided by the owner confirming that the Community Benefit is \$185,000.00 and will be put towards lifecycle repairs and upgrades to the Streetsville Village Square electrical infrastructure, with any remaining funds allocated toward lighting of recently installed gateway signage on Main Street.

### **Guiding Implementation Principles**

The Section 37 Community Benefits proposal has been evaluated against the following guiding implementation principles contained in the Corporate Policy and Procedure on Bonus Zoning.

#### **1. Development must represent good planning.**

A fundamental requirement of the use of Section 37 is that the application being considered must first and foremost be considered "good planning" regardless of the Community Benefit contribution.

The Recommendation Report dated September 4, 2020 presented to PDC on September 28, 2020, evaluated the proposed official plan amendment and rezoning and recommended that the applications be approved as they are acceptable from a planning standpoint and represent good planning.

#### **2. A reasonable planning relationship between the secured Community Benefit and the proposed increase in development is required.**

The proposed contributions towards upgrades to the electrical infrastructure in Streetsville Village Square and the potential lighting of the Streetsville gateway signage on Main

Street will benefit the immediate neighbourhood. The items listed represent a "highest priority" Community Benefit, as they are in the immediate vicinity of the site.

In order to determine a fair value of the Community Benefits, Realty Services retained an independent land appraiser to determine the increased value of the land resulting from the height and density increase. In this instance, acknowledging that the previous as of right zoning permitted up to 7 detached dwelling units, staff have determined that the relationship between the proposed \$185,000.00 worth of community benefits and the land value of the requested height and density increase is acceptable. This amount represents 20% of the land lift value, which is in line with the Corporate Policy and Procedure and is acceptable to both the City and the owner.

**3. Community Benefit contributions should respond to community needs.**

The creation of complete communities including cultural infrastructure, and building a desirable urban form including the public realm are some of Mississauga Official Plan's guiding principles. Upgrades to Streetsville Village Square were identified as a need through discussions with Ward 11 Councillor George Carlson, the Streetsville BIA and staff in the Parks, Forestry and Environment Division and Facilities and Property Management Division. Upgraded lighting of the recently constructed Streetsville gateway signage on Main Street will enhance and illuminate the signage at night. In accordance with the Corporate Policy and Procedure, Ward 11 Councillor George Carlson, has been consulted regarding the negotiations and supports the proposed Community Benefit contribution.

**4. Ensure that the negotiation process of Section 37 Agreements is transparent.**

Upon receipt of the proposed Community Benefit, the funds will be placed in a Section 37 Reserve fund, and then allocated to the Parks, Forestry and Environment Division through the WIP process. The project will ultimately be managed by Park Development in consultation with Facilities and Property Management. As the community benefit is being used to repair and improve existing site infrastructure, community consultation is not required.

**Section 37 Agreement**

The Planning and Building Department and the owner have reached mutually agreed upon terms and conditions of the Community Benefit and the related agreement for the subject lands. The agreement provisions will include the following:

- a Community Benefit contribution of \$185,000.00;
- the contribution is to be used toward lifecycle repairs and upgrades to the Streetsville Village Square electrical infrastructure, with any remaining funds allocated toward lighting of recently installed gateway signage on Main Street

Originator's files: OZ 17/020 W11  
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- the agreement is to be registered on title to the lands in a manner satisfactory to the City Solicitor, to secure the said benefits.

## Financial Impact

Cash benefits received from a Section 37 agreement will be collected by the Planning and Building Department and held in a Section 37 Reserve Fund set up for that purpose. This fund will be managed by Accounting, Corporate Financial Services, who are responsible for maintaining a record of all cash payments received under this policy.

## Conclusion

Staff have concluded that the proposed Section 37 Community Benefit is appropriate, based on the increased density being recommended through the official plan amendment and rezoning applications; and that the proposal adheres to the criteria contained in the Corporate Policy and Procedure on Bonus Zoning. Further, the contribution towards lifecycle repairs and upgrades to the Streetsville Village Square electrical infrastructure, with any remaining funds allocated toward lighting of recently installed gateway signage on Main Street will help to implement complete community and building a desirable urban form principles in Mississauga Official Plan.

## Attachments

Appendix 1: Aerial Photograph

Appendix 2: Concept Plan

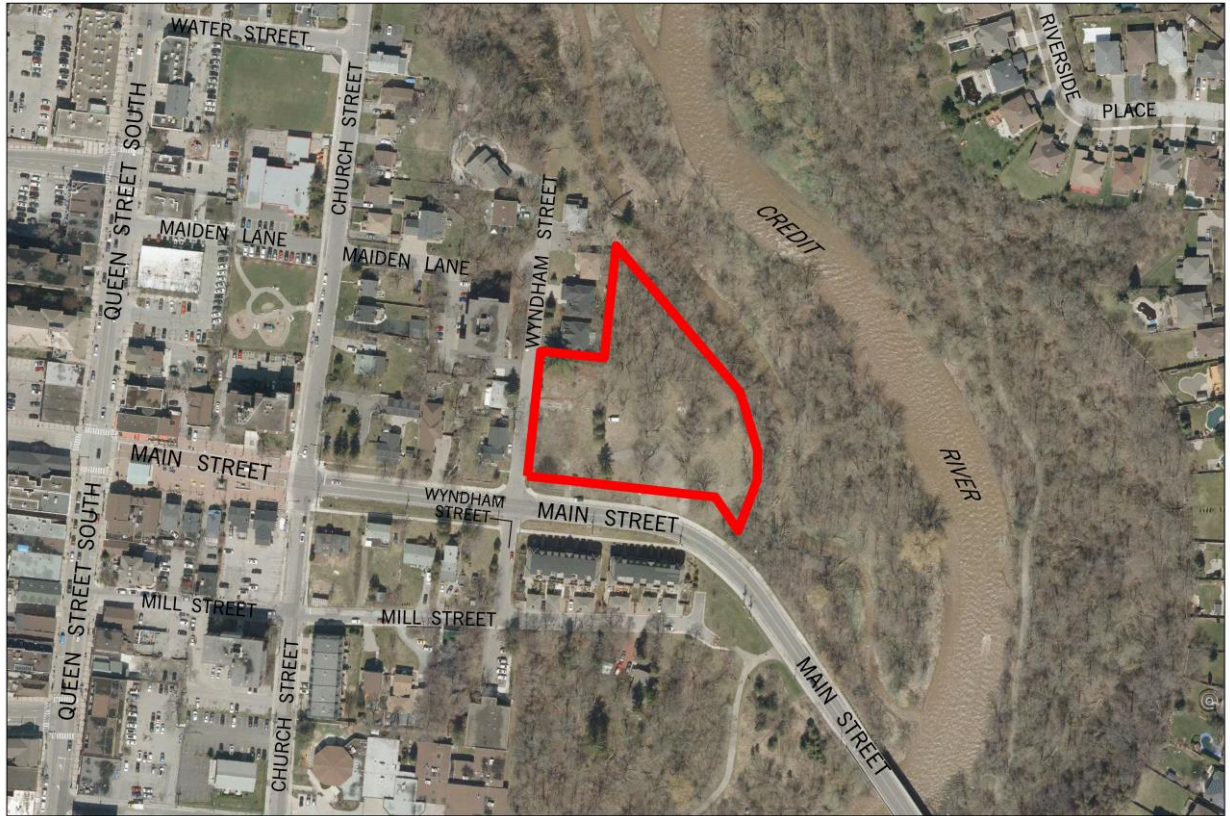


(Chris Rouse, Acting Commissioner)

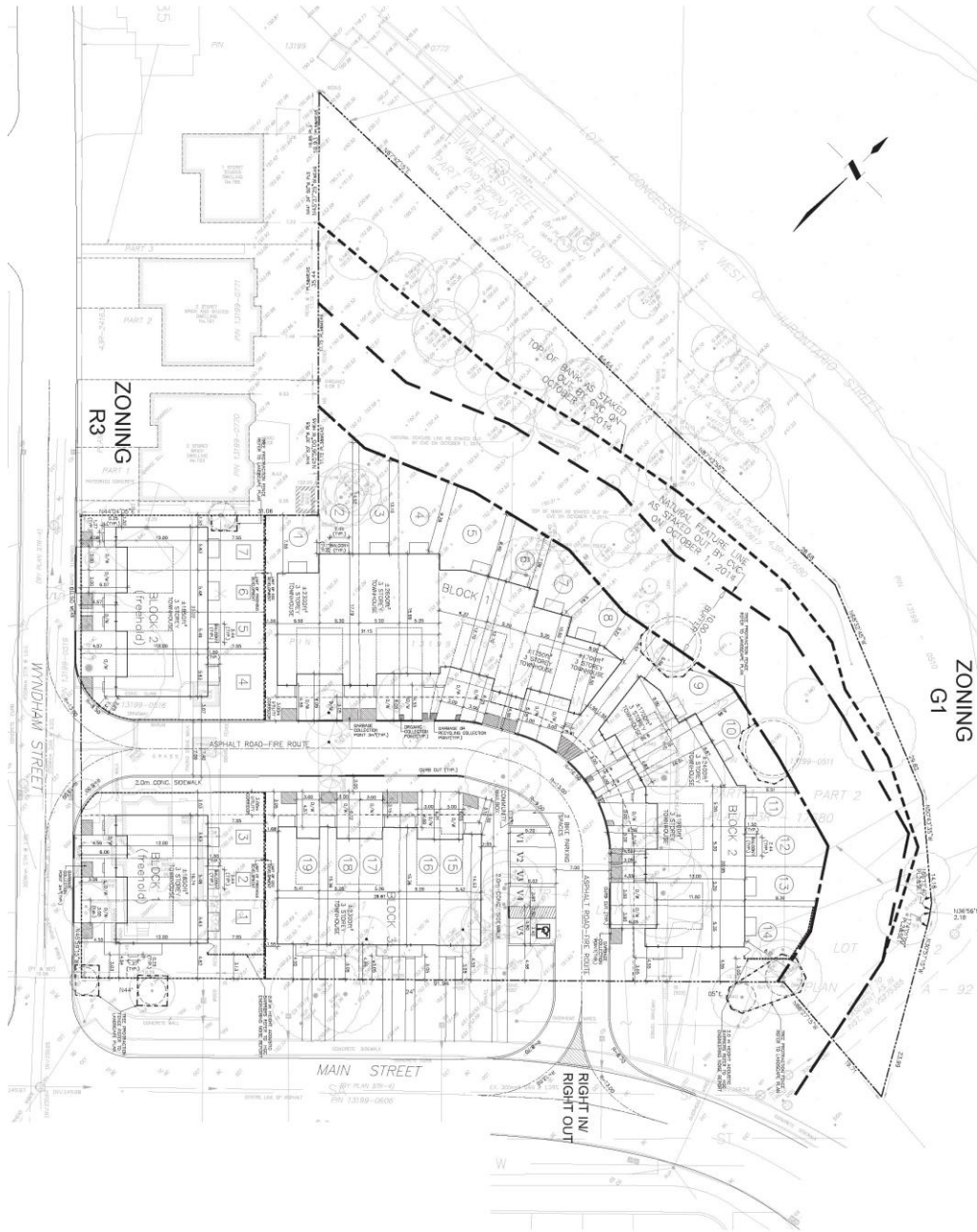
Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Matthew Shilton, Development Planner

## Appendix 1: Aerial Photography



Appendix 2: Concept Plan



# City of Mississauga

# Corporate Report



Date: July 15, 2022  To: Chair and Members of Planning and Development Committee	Originator's files: CD.06-INC
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: August 8, 2022

## Subject

**Inclusionary Zoning Affordability Term**

## Recommendation

That the Inclusionary Zoning Official Plan Amendment and Zoning By-law Amendment approved by Planning and Development Committee on July 5, 2022 through Recommendation PDC-0071-2022 (Council Resolution 0153-2022), be amended by changing the affordability term for affordable ownership units to 99 years, and by changing the affordability term for affordable rental units to 30 years, including a 5-year phase out of the affordable rental requirements commencing at year 25, as illustrated in Appendix 1 and 2 to the report titled "Inclusionary Zoning Affordability Term," dated July 15, 2022, from the Commissioner of Planning and Building.

## Background

On July 5, 2022, Planning and Development Committee (PDC) approved an Inclusionary Zoning (IZ) Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA).<sup>1</sup> In response to questions raised by members of the public, PDC also directed staff to examine longer affordability terms. This report provides supplementary information and new recommendations for the affordability term for affordable ownership and rental units secured through IZ.

## Comments

### Affordability Terms in Other Jurisdictions

There are several hundred jurisdictions in North America – most of which are in the US – with forms of inclusionary zoning programs in place. It can be difficult to compare practices across

<sup>1</sup> Recommendation Report, Item 5.8, available here: <https://pub-mississauga.escribemeetings.com/Meeting.aspx?Id=44e134f0-1086-405f-b147-dcdc52993249&Agenda=Agenda&lang=English>



jurisdictions due the significant variation in program parameters, as well as various local economic, political, regulatory, and funding factors that affect program design and execution. There is limited experience on very long affordability terms (e.g. 60+ years), since even the oldest of IZ programs were established in the 1970s and 1980s and are therefore only 40 to 50 years old at present. In general, there is a wide range of practices with respect to the affordability term, from 10 years to perpetuity.

The first jurisdiction to adopt an IZ by-law in Ontario was the City of Toronto. Staff in Toronto originally recommended a 25-year affordability period for both rental and ownership units, but this was changed to 99 years after members of the public expressed that long-term affordability was the biggest priority.<sup>2</sup>

The City of Ottawa is currently considering a 99-year affordability period for affordable ownership units and a 25-year affordability period for affordable rental units.<sup>3</sup>

#### **Affordability Term for Ownership Units**

A 50-year affordability term for ownership units was originally recommended by staff at the July 5, 2022 PDC meeting. Factors that guided this recommendation included:

- 50 years would secure affordability for a long timeframe (i.e. a mortgage amortization period for two subsequent households) and is similar to an accounting life.
- The municipality would be able capture some of the net sale proceeds of a unit before it becomes older and possibly declines in value.
- Affordability term of ownership units does not affect the developer of the units – the unit is passed from one individual owner to another over the term

Staff has reassessed the 50-year recommendation and suggest that extending the term to 99 years would be reasonable. The primary issue of extending the term to 99 years relates to a lack of data on the anticipated value (and related impacts on affordability) of high-rise condominium units far into the future. However, IZ implementation guidelines can address unforeseen circumstances resulting in a unit not being viable as an affordable unit.

Staff investigated the option of a perpetual affordability term and note that 99 years is often used as an enforceable equivalent to perpetuity in legal agreements.

#### **Affordability Term for Rental Units**

Staff proposed a 25-year affordability term for affordable rental to encourage the creation of these units through IZ. Since purpose-built rental housing projects will be exempt from IZ

<sup>2</sup> Toronto Report, available here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH28.1>

<sup>3</sup> Ottawa Report, Item 16.2, available here: <https://pub-ottawa.escribemeetings.com/Meeting.aspx?Id=aaff3cb4-a5a7-4d95-ac14-5c4fe85d3116&Agenda=Agenda&lang=English&Item=85&Tab=attachments>



requirements in this by-law (due to financial viability), the delivery of affordable rental units will stem from IZ requirements in ownership projects. It is likely that condominium developers will opt to provide affordable ownership units unless they are otherwise incentivized to provide affordable rental units.

Staff continue to recommend a shorter timeframe for affordable rental housing. However, participants raised concerns about an “affordability cliff,” whereby the affordability period ends and there is a sudden uptick of tenants of the same building unable to find alternative units with affordable rent. This unintended outcome could occur because newly built rental units are not subject to provincial rent control. To respond to this concern, staff are recommending a phase-out period of 5 years, to ensure tenants are not subject to sudden hikes in rent and have ample time to relocate if necessary. The affordability term is now recommended to be 30 years, but if a unit is vacated after the 25 year, the rental rate on that unit can revert to market value.

### **Next Steps**

Attached as Appendix 1 and 2 to this report are the redlined versions of the approved OPA and ZBA approved on July 5, 2022, illustrating recommended changes to the affordability terms. Staff are recommending approval of these changes. Final Council passage of the OPA and ZBA is targeted for the August 10, 2022 Council meeting.

## **Strategic Plan**

Housing affordability stems from the Strategic Plan “Belong” Pillar. Two strategic goals relate to housing affordability – “Ensuring Affordability and Accessibility” and “Support Aging in Place.” Action 1 – “Attract and keep people in Mississauga through an affordable housing strategy” connects to the work on the City’s Housing Strategy, including IZ implementation.

## **Financial Impact**

There are no financial impacts resulting from the recommendations contained in this report. Implementation of an IZ policy will have future financial impacts for the City and Region. Staff will report back on the financial impacts of IZ administration at a future date.

## **Conclusion**

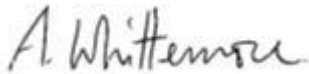
This report recommends changes to the IZ OPA and ZBA approved by PDC on July 5, 2022, in response to concerns raised about the affordability terms for affordable ownership units and affordable rental units. The recommended changes include extending the affordability term for ownership units to 99 years, and adding a 5-year phase out to the affordability term for rental units. Throughout IZ implementation, the impacts of the policy parameters, including the affordability term, will be monitored to understand whether improvements can be made.

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## Attachments

Appendix 1: Recommended Changes (Redlined) to IZ Official Plan Amendment Approved through Recommendation PDC-0071-2022

Appendix 2: Recommended Changes (Redlined) to IZ Zoning By-law Amendment Approved through Recommendation PDC-0071-2022



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

Prepared by: Catherine Parsons, MCIP RPP, Planner, City Planning Strategies Division

Green = text to be added

~~Red Strikethrough~~ = text to be deleted

**Amendment No. 140**

**to**

**Mississauga Official Plan**

DRAFT

DRAFT

By-law No. \_\_\_\_\_

A by-law to Adopt Mississauga Official Plan Amendment No. 140

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 in accordance with the provisions of section 16 of the *Planning Act*, Council may adopt an Official Plan or an amendment thereto to introduce Inclusionary Zoning Policies;

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 enact an Exemption By-law that may require any or all proposed Local Municipal Official Plan Amendments to be exempt from Regional approval;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 140, in their opinion the amendment conforms with the Major Transit Station Area and Inclusionary Zoning policies of the Region of Peel Official Plan, as adopted by By-law #20-2022, and is exempt;

AND WHEREAS, in the event that a discrepancy in the Major Transit Station Area delineated boundaries arises between the Region of Peel Official Plan, as adopted by Region of Peel By-law #20-2022, and the Mississauga Official Plan, the Region of Peel Official Plan Major Transit Station Area boundaries will prevail;

AND WHEREAS, the Region of Peel Official Plan, as adopted by Region of Peel By-law #20-2022, directs the City of Mississauga to implement Inclusionary Zoning policies;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding Inclusionary Zoning within certain areas in the City of Mississauga;

## Appendix 1

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

1. The document attached hereto, constituting Amendment No. 140 to Mississauga Official Plan, is hereby adopted.
2. The policies of Amendment No. 140 provide that that they will not come into force and effect until the later of January 1, 2023 or the date the applicable protected Major Transit Station Area as identified in the Region of Peel Official Plan adopted by By-law #20-2022 is approved by the Minister of Municipal Affairs and Housing.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

Signed \_\_\_\_\_  
MAYOR

Signed \_\_\_\_\_  
CLERK

Appendix 1

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Appendix 1

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**Amendment No. 140**  
**to**  
**Mississauga Official Plan**

The following constitutes Amendment No. 140.

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 June 10, 2022, pertaining to this Amendment.

Appendix VI is a copy of the Planning and Building Department report dated May 6, 2022 pertaining to this Amendment.

## Appendix 1

**PURPOSE**

The purpose of this Amendment is to introduce policies and mapping that will permit the City to require affordable housing units in new developments in certain protected Major Transit Station Areas ("MTSA").

**LOCATION**

The lands affected by this Amendment are located in protected MTSA's:

- Along the Hurontario Street Light Rail Transit Route from the southernmost point to Matheson Boulevard West, including MTSA's located in the Downtown Core;
- Along the 407 Bus Rapid Transit Route (Derry and Britannia MTSA's);
- Along the future Lakeshore Road East Bus Rapid Transit Route (Lakefront Promenade, Haig, and Dixie MTSA's); and
- Along the Dundas Street Bus Rapid Transit Route.

**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.

This Amendment is required to introduce new policies that will require affordable housing units in new developments where residential uses are permitted.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. Housing affordability is a major issue in Mississauga.
2. Provincial legislation includes provisions for the introduction of Inclusionary Zoning policies into Official Plans to address housing affordability.
3. The new Region of Peel Official Plan adopted by Region of Peel By-law #20-2022 directs the City of Mississauga to implement Inclusionary Zoning policies.
4. Mississauga Official Plan contains policies that indicate the commitment of the City to ensure the creation of affordable housing to meet the population's needs.

**DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO**

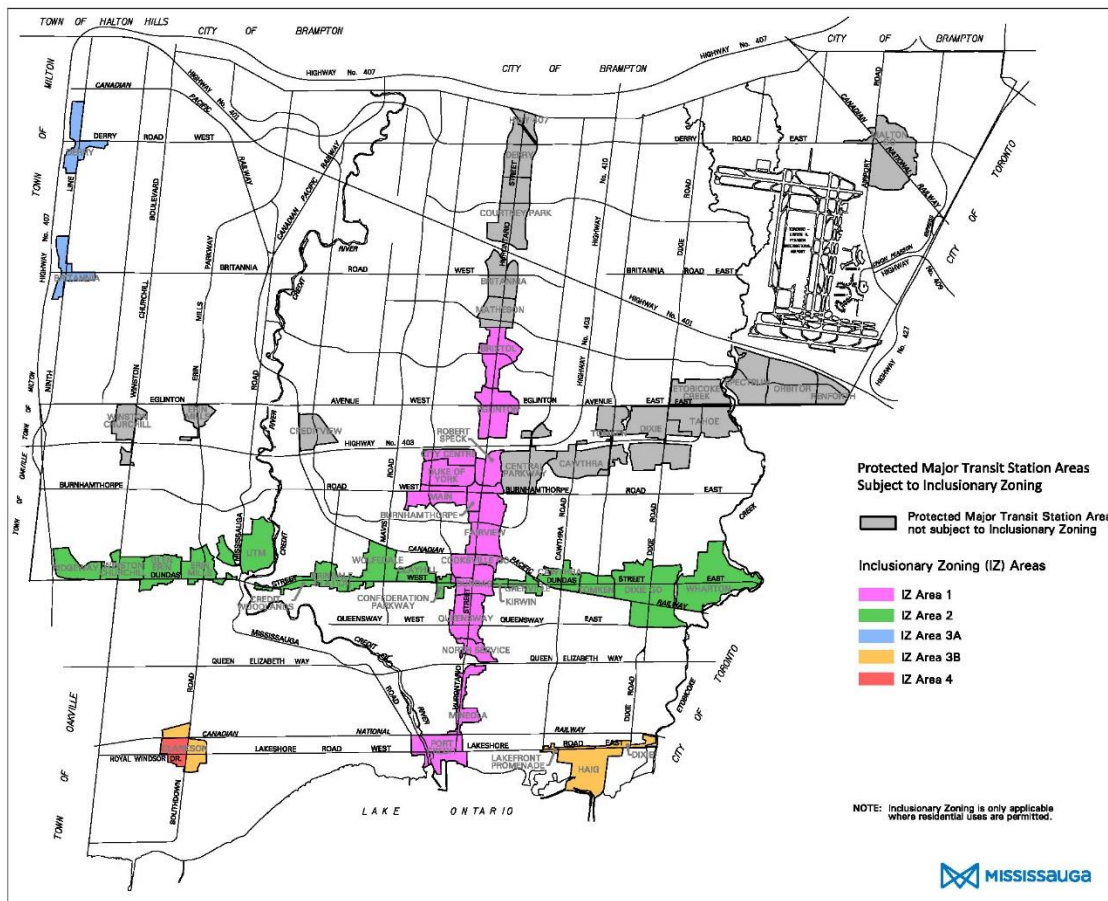
1. Chapter 7 - Complete Communities, of Mississauga Official Plan, is hereby amended by adding the following policies as Section 7.3, and renumbering sections 7.3, 7.4, 7.5, 7.6, and 7.7 to 7.4, 7.5, 7.6, 7.7, and 7.8:

7.3 Inclusionary Zoning

7.3.1 Inclusionary Zoning is a tool that enables the City to require that new residential development or redevelopment in specified locations include affordable housing units where residential uses are permitted by this Plan. Inclusionary Zoning in Mississauga will be guided by the following principles and objectives:

- a. Inclusionary Zoning will be implemented in conjunction with other planning tools to increase the supply of affordable housing, contributing to diverse, mixed-income communities that offer a range of housing options for residents of various socio-economic backgrounds;
- b. Inclusionary Zoning policies will be informed by ongoing monitoring and periodic financial impact assessments in accordance with Provincial requirements, or more frequently as necessary, to create and maintain affordable housing stock without negatively impacting overall development activity;
- c. The City will work collaboratively with the Region of Peel, private and non-profit developers, housing providers, and other special interest groups to leverage expertise and achieve housing objectives; and
- d. The City and the Region of Peel will work collaboratively to establish Inclusionary Zoning Implementation Guidelines to ensure the efficient delivery and monitoring of affordable housing units, such as but not limited to the procedure for qualifying purchasers and tenants, establishing annual affordable prices and rents, and ensuring the units remain affordable for the affordability period.

## Appendix 1



Map 7-1: Inclusionary Zoning (IZ) Areas

7.3.2 An owner of new development or redevelopment proposing 50 or more residential units or 3,600 square metres or more of gross floor area (GFA) for residential purposes, and located within an IZ Area as identified on Map 7-1: Inclusionary Zoning (IZ) Areas of this Plan, and subject to an Inclusionary Zoning By-law, is required to include **affordable ownership housing units** or **affordable rental housing units** for **moderate-income households**, as follows:

- a. the minimum required percentage of gross floor area for residential purposes in ownership housing to be set-aside as **affordable ownership housing units** or **affordable rental housing units** for **moderate-income households** is established in Table 7-1;
- b. notwithstanding Policy 7.3.2 (a), a discounted set-aside rate may be considered for the delivery of housing for **low-income households** at the City's discretion through a site-specific zoning by-law amendment;

## Appendix 1

- c. through an amendment to this Plan, the City may introduce Inclusionary Zoning requirements for lands within protected **Major Transit Station Areas** that are not currently identified within an IZ Area on Map 7-1;
- d. IZ Area 4 is within an Employment Area and would require a land conversion to permit residential uses. Inclusionary Zoning requirements of Section 7.3 and 19.23 of this Plan will only apply to development on lands within IZ Area 4 in the event that residential uses are permitted; and
- e. the Inclusionary Zoning requirements of Policy 7.3.2 (a) and Table 7-1 do not apply to portions of a development or redevelopment containing purpose-built rental housing until such time as it ceases to serve as purpose-built rental housing. Inclusionary Zoning requirements for purpose-built rental housing may be introduced through future amendments to this Plan.

**Table 7-1 – Minimum Required Percentage of Residential Gross Floor Area (GFA) in Ownership Housing to be Affordable Housing**

IZ Area as identified on Map 7-1	Tenure of Affordable Housing Units	Applies January 1, 2023 to December 31, 2023	Applies January 1, 2024 to December 31, 2024	Applies January 1, 2025
IZ Area 1	<b>Affordable Ownership Housing Units</b>	4%	7%	10%
	<b>Affordable Rental Housing Units</b>	2%	3.5%	5%
IZ Area 2	<b>Affordable Ownership Housing Units</b>	3%	5%	7%
	<b>Affordable Rental Housing Units</b>	1.5%	2.5%	3.5%
IZ Area 3A and IZ Area 3B	<b>Affordable Ownership Housing Units</b>	3%	4%	5%
	<b>Affordable Rental Housing Units</b>	1.5%	2%	2.5%
IZ Area 4	<b>Affordable Ownership Housing Units</b>	10%	10%	10%
	<b>Affordable Rental Housing Units</b>	5%	5%	5%

- 7.3.3 To provide a range of affordable prices and rents, the City, in consultation with the Region of Peel, will establish maximum prices and rents on an annual basis during the affordability period for **affordable ownership housing units** and **affordable rental**

## Appendix 1

**housing units** as follows, and in accordance with Implementation Guidelines:

- a. one-bedroom units will be priced at or below the maximum purchase price for the 4<sup>th</sup> income decile or rented at or below the maximum rent for the 4<sup>th</sup> renter income decile;
- b. two-bedroom units will be priced at or below the maximum purchase price for the 5<sup>th</sup> income decile or rented at or below the maximum rent for the 5<sup>th</sup> renter income decile; and
- c. three-bedroom units will be priced at or below the maximum purchase price for the 6<sup>th</sup> income decile or rented at or below the maximum rent for the 6<sup>th</sup> renter income decile.

7.3.4 The suite mix of the affordable housing unit component will generally be a balanced mix of one-bedroom units and family sized units (two- and three-bedroom units), to provide a range of unit types suitable for individuals and families. Bachelor units will not qualify as affordable housing units for the purposes of Inclusionary Zoning requirements. Further unit size and suite mix requirements may be established through Implementation Guidelines.

7.3.5 ***Affordable rental housing units*** or ***affordable ownership housing units*** will be required to be maintained at affordable rents or prices commencing upon execution of an Inclusionary Zoning Agreement for a minimum period of:

- a. ~~25~~ 30 years calculated from the date of first occupancy of an ***affordable rental housing unit***; or
- b. ~~50~~ 99 years calculated from the later of the date of first occupancy or first closing of an ***affordable ownership housing unit***.

7.3.6 Notwithstanding Policy 7.3.5 (a), after the last day of the 25<sup>th</sup> year of the affordability period, if the tenant chooses to vacate an ***affordable rental housing unit***, the affordability requirements of Section 7.3 of this Plan no longer apply to the ***affordable rental housing unit***.

7.3.7 The City will receive a portion of the net proceeds from the sale of an ***affordable ownership housing unit*** in accordance with the following policies:

## Appendix 1

- a. the City will receive no more than 20% of the net proceeds of the sale of an **affordable ownership housing unit** sold during the ~~50~~ 99 year affordability period, equivalent to no more than 2% of the sale price, for administration fees, where proceeds are the difference between the purchase price and the resale price of the affordable ownership unit; and
- b. the City will receive 50% of the net proceeds of the first sale of an **affordable ownership housing unit** at market price after the ~~50~~ 99 year affordability period, to be reinvested in affordable housing, where net proceeds are the difference between the purchase price and the resale price of the affordable ownership unit, less any legal, administration or real estate commission fees.

7.3.8 Inclusionary Zoning requirements may be met on an offsite location, at the discretion of the City through a site-specific zoning by-law amendment, subject to achieving the following conditions:

- a. the offsite location must be located in an IZ Area as identified on Map 7-1;
- b. offsite affordable housing units shall be located in proximity to the proposed development or redevelopment giving rise to the Inclusionary Zoning requirement. Proximity is deemed to be one or more of the following criteria:
  - (i) the offsite location is in the same IZ Area as the development or redevelopment giving rise to the Inclusionary Zoning requirement;
  - (ii) the offsite location is within 800 metres of the development or redevelopment giving rise to the Inclusionary Zoning requirement; or
  - (iii) IZ Area 3B and IZ Area 4 will be considered to be the same IZ Area for the purposes of Policy 7.3.8(b).
- c. the offsite Inclusionary Zoning contribution results in one or more improved housing outcomes, such as:
  - (i) the delivery of affordable housing units occurs sooner than if the units were delivered in the development giving rise to the Inclusionary Zoning requirement;
  - (ii) the provision of **affordable rental housing units**

- (iii) the provision of more deeply affordable units than required (i.e. housing affordable to **low-income households**); or
  - (iv) the provision of a greater amount of affordable gross floor area than required.
- d. Offsite units shall not be used to satisfy Inclusionary Zoning requirements that apply to the offsite location.

7.3.9 Inclusionary Zoning By-laws will not apply to:

- a. long-term care buildings, retirement buildings, hospices, staff/student residences, group homes, or not-for profit buildings;
- b. Region of Peel or Peel Housing Corporation projects;
- c. approved development, as specifically identified as exempt in the zoning by-law, that is already subject to an affordable housing contribution requirement as of June 22, 2022. Inclusionary Zoning By-laws will apply to additional development permissions for such lands;
- d. development or redevelopment meeting the exemption criteria under the *Planning Act* or related Ontario Regulations; and
- e. notwithstanding 7.3.2, in no case will Inclusionary Zoning By-laws apply to development or redevelopment of less than 10 residential units.

7.3.10 Any replacement of affordable rental units required through the Rental Housing Protection policies of this Plan and Rental Housing Protection By-law 0121-2018, as amended, shall not:

- a. be included in the gross floor area for residential purposes, used to calculate the Inclusionary Zoning requirements identified in Policy 7.3.2 and Table 7-1 of this Plan; and
- b. contribute to the Inclusionary Zoning requirements in Policy 7.3.2 of this Plan.

7.3.11 Financial incentives will not be provided for affordable housing units provided in accordance with Policy 7.3.2 of this Plan. An Inclusionary Zoning By-law may identify reductions to parking rates for **affordable rental housing units** and **affordable ownership housing units** in accordance with recommendations of City-wide parking studies.



## Appendix 1

7.3.12 Inclusionary Zoning requirements identified in Section 7.3 and Section 19.23 come into effect on the later of January 1, 2023 or the date the applicable protected **Major Transit Station Area** identified in the Region of Peel Official Plan is approved by the Minister of Municipal Affairs and Housing.

2. Chapter 19 – Implementation, of Mississauga Official Plan, is hereby amended by adding the following Section as Section 19.23:

19.23 Inclusionary Zoning Agreements

19.23.1 An owner of development or redevelopment subject to an Inclusionary Zoning By-law will enter into one or more agreements with the City, to be registered on title, securing:

- a. requirements of Section 7.3 of this Plan;
- b. requirements for the timely delivery of the affordable units, and if applicable, any phasing of affordable units;
- c. requirements ensuring the occupants of affordable housing units have the same building and amenity access as occupants of market units;
- d. requirements for adjustments to the required amount of affordable housing to meet Policy 7.3.2, should a purpose-built rental building convert to an ownership building or should an ownership building convert to purpose-built rental building;
- e. requirements that ensure affordable units are provided to eligible purchasers or tenants that have been pre-qualified by the City or Region;
- f. requirements for ongoing administration, reporting and monitoring of the affordable housing units over the affordability period, as established through Implementation Guidelines;
- g. the approach for determining the maximum price of an affordable ownership housing unit during the affordability period, based on the Consumer Price Index and applicable administration fees;
- h. the City's share of net proceeds upon the sale of an affordable housing unit;

## Appendix 1

- i. conditions for offsite unit delivery, if permitted; and
- j. any other standards or arrangements, as appropriate.

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## Appendix 1

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

**AFFORDABLE OWNERSHIP HOUSING UNIT**

means the least expensive of: housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for ***low-income households*** and ***moderate-income households***; or housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

**AFFORDABLE RENTAL HOUSING UNIT**

means the least expensive of: a unit for which the rent does not exceed 30 percent of gross annual household income for ***low-income households*** and ***moderate-income households***; or a unit for which the rent is at or below the average market rent of a unit in the regional market area.

**MODERATE-INCOME HOUSEHOLDS**

means in the case of ownership housing, households with incomes between 30 to 60 percent of the income distribution for households in the City of Mississauga; or in the case of rental housing, households with incomes between 30 to 60 percent of the income distribution for renter households in the City of Mississauga.

**LOW-INCOME HOUSEHOLDS**

means in the case of ownership housing, households with incomes in the lowest 30 percent of the income distribution for households in the City of Mississauga; or in the case of rental housing, households with incomes in the lowest 30 percent of the income distribution for renter households in the City of Mississauga.

## Appendix 1

**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.

The provisions of this Amendment shall not come into force and effect until the later of January 1, 2023 or the date the applicable protected Major Transit Station Area identified in the Region of Peel Official Plan adopted by By-law #20-2022 is approved by the Minister of Municipal Affairs and Housing.

The lands will be zoned to implement 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 30, 2022 in connection with this proposed Amendment.

The key issues raised at the Public Meeting included the length of the affordability period, the depth of affordability, the proposed set-aside rates, the need for more affordable rental housing, and the need to address populations at risk. Based on the completed feasibility analysis, the depth of affordability, proposed set-aside rates, exemption for rental housing, and the discounted set-aside rate for developers providing affordable rental housing were maintained as proposed. These provisions will be reviewed and may be amended if financial viability changes. Implementation Guidelines may provide more guidance for housing priority segments of the population. The method to control affordability in ownership units has been scoped to include only the capped price option. ~~with a 50-year affordability term.~~ The affordability period for ownership units has been expanded to 99 years. The affordability period for rental units has been expanded to the earlier of 30 years or a date after 25 years on which the unit becomes vacant.

The issues raised at the public meeting have been addressed in the corporate reports, attached to this Amendment as Appendix II ~~and III~~.

Appendix 1

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Appendix 1

Appendix II - Planning and Building Department report dated July 15, 2022, pertaining to this Amendment.

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Appendix 1

Appendix III - Planning and Building Department report dated June 10, 2022 pertaining to this Amendment.

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Appendix 1

Appendix IV - Planning and Building Department report dated May 6, 2022 pertaining to this Amendment.

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A by-law to Adopt Mississauga Official Plan Amendment No. 140

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 in accordance with the provisions of section 16 of the *Planning Act*, Council may adopt an Official Plan or an amendment thereto to introduce Inclusionary Zoning Policies;

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 enact an Exemption By-law that may require any or all proposed Local Municipal Official Plan Amendments to be exempt from Regional approval;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 140, in their opinion the amendment conforms with the Major Transit Station Area and Inclusionary Zoning policies of the Region of Peel Official Plan, as adopted by By-law #20-2022, and is exempt;

AND WHEREAS, in the event that a discrepancy in the Major Transit Station Area delineated boundaries arises between the Region of Peel Official Plan, as adopted by Region of Peel By-law #20-2022, and the Mississauga Official Plan, the Region of Peel Official Plan Major Transit Station Area boundaries will prevail;

AND WHEREAS, the Region of Peel Official Plan, as adopted by Region of Peel By-law #20-2022, directs the City of Mississauga to implement Inclusionary Zoning policies;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding Inclusionary Zoning within certain areas in the City of Mississauga;

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

- 1. The document attached hereto, constituting Amendment No. 140 to Mississauga Official Plan, is hereby adopted.
- 2. The policies of Amendment No. 140 provide that that they will not come into force and effect until the later of January 1, 2023 or the date the applicable protected Major Transit Station Area as identified in the Region of Peel Official Plan adopted by By-law #20-2022 is approved by the Minister of Municipal Affairs and Housing.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

Green = text to be added  
~~Red Strikethrough~~ = text to be deleted

A by-law to amend By-law Number 0225-2007, as amended.

WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law;

AND WHEREAS pursuant to section 35.2 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass one or more by-laws to give effect to inclusionary zoning Official Plan policies;

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

- 1. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Definition to Section 1.2:

<b>Affordable Ownership Housing Unit</b>	means a <b>dwelling unit</b> for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for <b>moderate-income households</b> , as follows: <ul style="list-style-type: none"><li>(1) one-bedroom units priced at or below the fourth income decile for Mississauga households;</li><li>(2) two-bedroom units priced at or below the fifth income decile for Mississauga households; and,</li><li>(3) three-bedroom units priced at or below the sixth income decile for Mississauga households.</li></ul>
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- 2. By-law Number 0225-2007, as amended, is further amended by adding the following Definition to Section 1.2:

<b>Affordable Rental Housing Unit</b>	<p>means a <b>dwelling unit</b> where total monthly shelter costs are the least expensive of: a unit for which the rent is at or below the average market rent of a unit in the regional market area, or a unit for which the rent does not exceed 30 percent of gross annual household income for <b>moderate-income households</b> as follows:</p> <ul style="list-style-type: none"><li>(1) one-bedroom units priced at or below the fourth income decile for Mississauga renter households;</li><li>(2) two-bedroom units priced at or below the fifth income decile for Mississauga renter households; and,</li><li>(3) three-bedroom units priced at or below the sixth income decile for Mississauga renter households.</li></ul>
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3. By-law Number 0225-2007, as amended, is further amended by adding the following Definition to Section 1.2:

<b>Gross Floor Area - Inclusionary Zoning</b>	means the sum of all areas of a <b>building</b> , measured from the exterior of outside walls of the <b>building</b> including floor area occupied by interior walls, but shall only include area dedicated for a <b>dwelling unit</b> , and excludes any area dedicated to rental replacement units required under Rental Housing Protection By-law 0121-2018.
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4. By-law Number 0225-2007, as amended, is further amended by adding the following Definition to Section 1.2:

<b>Low-Income Households</b>	means in the case of an <b>affordable ownership housing unit</b> , households with incomes in the lowest 30 percent of the income distribution for households in the City of Mississauga; or in the case of an <b>affordable rental housing unit</b> , households with incomes in the lowest 30 percent of the income distribution for renter households in the City of Mississauga.
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5. By-law Number 0225-2007, as amended, is further amended by adding the following Definition to Section 1.2:

<b>Moderate-Income Households</b>	means in the case of an <b>affordable ownership housing unit</b> , households with incomes between 30 to 60 percent of the income distribution for households in the City of Mississauga; or in the case of an <b>affordable rental housing unit</b> , households with incomes between 30 to 60 percent of the income distribution for renter households in the City of Mississauga.
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6. By-law Number 0225-2007, as amended, is further amended by adding the following Definition to Section 1.2:

<b>Non-profit Housing Provider</b>	means:
	(1) a corporation to which the <i>Not-for-Profit Corporations Act, 2010</i> applies that is in good standing under that Act and whose primary object is to provide housing;
	(2) a corporation without share capital to which the <i>Canada Business Corporations Act</i> applies, that is in good standing under that Act and whose primary object is to provide housing;
	(3) a non-profit housing co-operative that is in good standing under the <i>Co-operative Corporations Act</i> ; or
	(4) an organization that is a registered charity within the meaning of the <i>Income Tax Act</i> (Canada) or a non-profit organization exempt from tax under paragraph 149(1)(l) of that Act, and whose land is owned by the organization, all or part of which is to be used as affordable housing.

7. By-law Number 0225-2007, as amended, is further amended by changing the term “Not-for-Profit Housing Provider” to “Non-Profit Housing Provider” where it appears throughout By-law 0225-2007.
8. By-law Number 0225-2007, as amended, is further amended by bolding the term "**Non-Profit Housing Provider**" where it appears throughout By-law 0225-2007.
9. By-law Number 0225-2007, as amended, is further amended by adding the following Definition to Section 1.2:

<b>Purpose-Built Rental Housing</b>	means a <b>building</b> :
	(1) containing <b>dwelling units</b> where a minimum of 80% of the <b>dwelling units</b> are owned by a single owner and available for rent; and
	(2) which is not organized as a life lease project where the right to occupy the <b>dwelling units</b> is based on a life lease interest.

## Appendix 2

10. By-law Number 0225-2007, as amended, is further amended by adding Subsection 2.1.34 to Section 2.1 as follows:

**2.1.34 Inclusionary Zoning**

The following regulations shall apply to lands located in the Inclusionary Zoning Overlay boundaries identified as IZ-1, IZ-2, IZ-3A, IZ-3B, and IZ-4 on Schedule B of Part 13 of this By-law.

**2.1.34.1** Subsection 2.1.34 of this By-law shall not apply to:

- (1) development or redevelopment of less than 50 units and less than 3 600 m<sup>2</sup> of **gross floor area - inclusionary zoning**;
- (2) **retirement buildings, staff/student residences, long-term care buildings, hospices, group homes**;
- (3) Region of Peel or Peel Housing Corporation projects;
- (4) a **building** which will be owned and operated by a **non-profit housing provider** where the **non-profit housing provider** has 100 percent interest;
- (5) development as approved pursuant to the following:
  - (1) up to 8 050 units approved by Mississauga City Council through OZ 19/003 W1 for the lands located at 800 and 985 Hydro Road and 1082 Lakeshore Road East;
  - (2) up to 122 units approved by Mississauga City Council through OZ 19/018 W10 and T-M19006 W10 for lands located at 5150 Ninth Line;
  - (3) up to 1 365 units approved by Mississauga City Council through OZ 20/015 W7 for lands located at 24 to 64 Elm Drive West and 3528 to 3563 Hurontario Street;
  - (4) up to 2 995 units approved by Mississauga City Council through OZ/OPA 17/012 W1 and T-M17004 W1 for lands located at 70 Mississauga Road South and 181 Lakeshore Road West;
  - (5) up to 2 500 units approved by Mississauga City Council through OZ 18/016 W5 for lands located at 91 Eglinton Avenue East and 5055 Hurontario Street;
  - (6) up to 1 869 units approved by Mississauga City Council through OZ 18/011 W5 for lands located at 0 and 5044 Hurontario Street;
  - (7) up to 361 units approved by Mississauga City Council through OZ 19/008 W1 and SP 20/051 W1 for lands located at 78 Park Street East and 22 Ann Street;
  - (8) lands located at 1 Fairview Street East, where maximum building height permissions were approved by Mississauga City Council through OZ 20/001 W4;
  - (9) lands located at 4116 and 4128 Parkside Village Drive, where maximum building height permissions were approved through Committee of Adjustment file 'A' 124/22; and
  - (10) up to 1 265 units approved by Mississauga City Council through OZ 20/020 W5 for lands located at 5081 Hurontario Street.
- (6) development or redevelopment where the following application types are filed on or before the later of January 1, 2023 or the date the applicable protected Major Transit Station Area identified in the Region



Appendix 2  
of Peel Official Plan is approved by the Minister of Municipal Affairs  
and Housing:

- (1) a complete application for a site plan or building permit;
- (2) a complete application for a rezoning, provided that a subsequent complete application for a site plan is filed within two years of the date the rezoning application was deemed complete; or
- (3) an application for a lifting of a holding H symbol, provided that a subsequent complete application for a site plan is filed within two years of the date the lifting of a holding H symbol application was submitted;

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Appendix 2

- (7)

legally **existing building** established prior to January 1, 2023, except where any addition or extension to, or change of **use** within, a legally **existing building** results in 50 or more new **dwelling units** or 3 600 m<sup>2</sup> or more of new **gross floor area - inclusionary zoning**.
- (8)

exemptions in accordance with the *Planning Act* and associated regulations.
- 2.1.34.1.1

Notwithstanding Sentence 2.1.34.1(1) of this By-law, in no case will the Inclusionary Zoning requirements of this By-law apply to developments of less than 10 residential units.
- 2.1.34.1.2

Notwithstanding Sentence 2.1.34.1(5) of this By-law, Inclusionary Zoning requirements apply to the lands described in Sentence 2.1.34.1(5) of this By-law if additional development permissions are applied for.
- 2.1.34.2

The minimum required percentage of **gross floor area - inclusionary zoning** to be provided as affordable housing is identified in Table 2.1.34.2 – Minimum Required Percentage of Gross Floor Area - Inclusionary Zoning to be Provided as Affordable Housing.

Table 2.1.34.2 - Minimum Required Percentage of Gross Floor Area - Inclusionary Zoning to be Provided as Affordable Housing

Column A		B	C	D	E
Line 1.0	IZ AREA	TYPE OF AFFORDABLE HOUSING PROVIDED	APPLICABLE JANUDARY 1, 2023 TO DECEMBER 31, 2023	APPLICABLE JANUARY 1, 2024 to DECEMBER 31, 2024	APPLICABLE AS OF January 1, 2025
2.0	IZ-1	Affordable ownership housing units for moderate-income households	4%	7%	10%
3.0	IZ-1	Affordable rental housing units for moderate-income households	2%	3.5%	5%
4.0	IZ-2	Affordable ownership housing units for moderate-income households	3%	5%	7%
5.0	IZ-2	Affordable rental housing units for moderate-income households	1.5%	2.5%	3.5%

Appendix 2

Column A		B	C	D	E
Line 1.0	IZ AREA	TYPE OF AFFORDABLE HOUSING PROVIDED	APPLICABLE JANUDARY 1, 2023 TO DECEMBER 31, 2023	APPLICABLE JANUARY 1, 2024 to DECEMBER 31, 2024	APPLICABLE AS OF January 1, 2025
6.0	IZ-3A and IZ-3B	Affordable ownership housing units for moderate-income households	3%	4%	5%
7.0	IZ-3A and IZ-3B	Affordable rental housing units for moderate-income households	1.5%	2%	2.5%
8.0	IZ-4	Affordable ownership housing units for moderate-income households	10%	10%	10%
9.0	IZ-4	Affordable rental housing units for moderate-income households	5%	5%	5%

## Appendix 2

- 2.1.34.2.1 Notwithstanding Article 2.1.34.2 of this By-law, rental replacement units secured under Rental Housing Protection By-law 0121-2018 are not counted towards the minimum required **gross floor area - inclusionary zoning** to be set aside as affordable housing outlined in Table 2.1.34.2 of this By-law.
- 2.1.34.2.2 Notwithstanding Article 2.1.34.2 of this By-law, the minimum required percentage of **gross floor area - inclusionary zoning** to be affordable housing is not applicable to **purpose-built rental housing**.
- 2.1.34.3 **Affordable ownership housing units** or **affordable rental housing units** required in Article 2.1.34.2 of this By-law shall be maintained at affordable rents or prices commencing upon execution of an agreement referred to in Article 2.1.34.6 of this By-law for a minimum period of:
- (1) ~~25~~ 30 years calculated from the date of first occupancy of an **affordable rental housing unit**.
  - (2) ~~50~~ 99 years calculated from the later of the date of first occupancy or first closing of an **affordable ownership housing unit**.
- 2.1.34.3.1 Notwithstanding Article 2.1.34.3(1), after the last day of the 25th year of the affordability period, the affordability requirements of Subsection 2.1.34 of this By-law no longer apply to an **affordable rental housing unit** if that **affordable rental housing unit** is vacated in accordance with a notice of termination from the tenant or an agreement between the landlord and the tenant to terminate.
- 2.1.34.4 The permitted resale price for **affordable ownership housing units** and annual increases to the rates for **existing affordable rental housing units** required in Article 2.1.34.3 of this By-law shall be as determined on an annual basis by the City, in coordination with the Region, and in accordance with Inclusionary Zoning Implementation Guidelines.
- 2.1.34.5 On a **lot** which is subject to the requirements of Article 2.1.34.2 and Sentence 2.1.34.3(2) of this By-law, the City shall receive a portion of the net proceeds from the sale of an **affordable ownership housing unit** as follows:
- (1) the City will receive no more than 20% of the net proceeds of the sale of an **affordable ownership housing unit** sold during the ~~50~~ 99 year affordability period, equivalent to no more than 2% of the sale price, for administration fees, where net proceeds are the difference between the purchase price and the resale price of the **affordable ownership unit**; and
  - (2) the City will receive 50% of the net proceeds of the first sale of an **affordable ownership housing unit** at market price after the ~~50~~ 99 year affordability period, to be reinvested in affordable housing, where net proceeds are the difference between the purchase price and the resale price of the **affordable ownership unit**, less any legal, administration or real estate commission fees.

## Appendix 2

- 2.1.34.6 For development or re-development of lands subject to the regulations of Articles 2.1.34.2 and 2.1.34.3 of this By-law, the owner of such lands shall enter into one or more legal agreements with the City, to be registered on title to the lands, securing the Inclusionary Zoning requirements outlined in Subsection 2.1.34 of this By-law and the following, to the satisfaction of the City Solicitor and the Commissioner of Planning and Building:
- (1) requirements ensuring occupants of **affordable ownership housing units** and **affordable rental housing units** have the same **building** and amenity access as occupants of market units;
  - (2) requirements for eligibility to purchase an **affordable ownership housing unit** or to rent an **affordable rental housing unit**;
  - (3) requirements for ongoing administration, reporting and monitoring of **affordable ownership housing units** and **affordable rental housing units**.
- 2.1.34.7 Subject to Article 2.1.34.2 of this By-law, where **purpose-built rental housing** ceases to meet the definition of **purpose-built rental housing**, the requirements of Subsection 2.1.34 of this By-law will then apply to the **building**.
- 2.1.34.8 Notwithstanding Sentence 2.1.34.2.2 of this By-law, the owner of lands proposing **purpose-built rental housing** in a condominium registered under section 2 of the *Condominium Act, 1998*, or a predecessor of that section, shall enter into one or more legal agreements with the City, to be registered on title to the lands, securing Inclusionary Zoning requirements outlined in Subsection 2.1.34 of this By-law, including Article 2.1.34.6 of this By-law, that would be applicable if the **purpose-built rental housing** ceases to meet the definition of **purpose-built rental housing**.
11. By-law Number 0225-2007, as amended, is further amended by adding Sentence 3.1.2.1.4 to Article 3.1.2.1 as follows:
- 3.1.2.1.4 Notwithstanding the regulations contained in Table 3.1.2.1 of this By-law, the required number of off-street **parking spaces** for **dwelling units** that are **affordable ownership housing units** or **affordable rental housing units** located within the Inclusionary Zoning Overlay Area boundaries identified on Schedule B of Part 13 this By-law shall be subject to a parking rate of:
- (1) Precinct 1: 50% of the required number of **parking spaces** for the corresponding residential **uses** as otherwise required pursuant to this By-law;
  - (2) Precincts 2, 3 and 4: 70% of the required number of **parking spaces** for the corresponding residential **use** as otherwise required pursuant to this By-law.
12. Map Numbers 01, 03 to 08, 10 to 25, 28, 29, 36W, 37E, 55 (55b), 56 (56a, 56b), 57 (57a), and 59 of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, are amended by adding the Inclusionary Zoning Overlay Areas identified by a grey dashed outline and grey hatching as shown on the attached Schedules "A1" to "A35", which are deemed to be an integral part of this By-law.

Appendix 2

13. This By-law shall not come into force until Mississauga Official Plan Amendment Number 140 is in full force and effect.

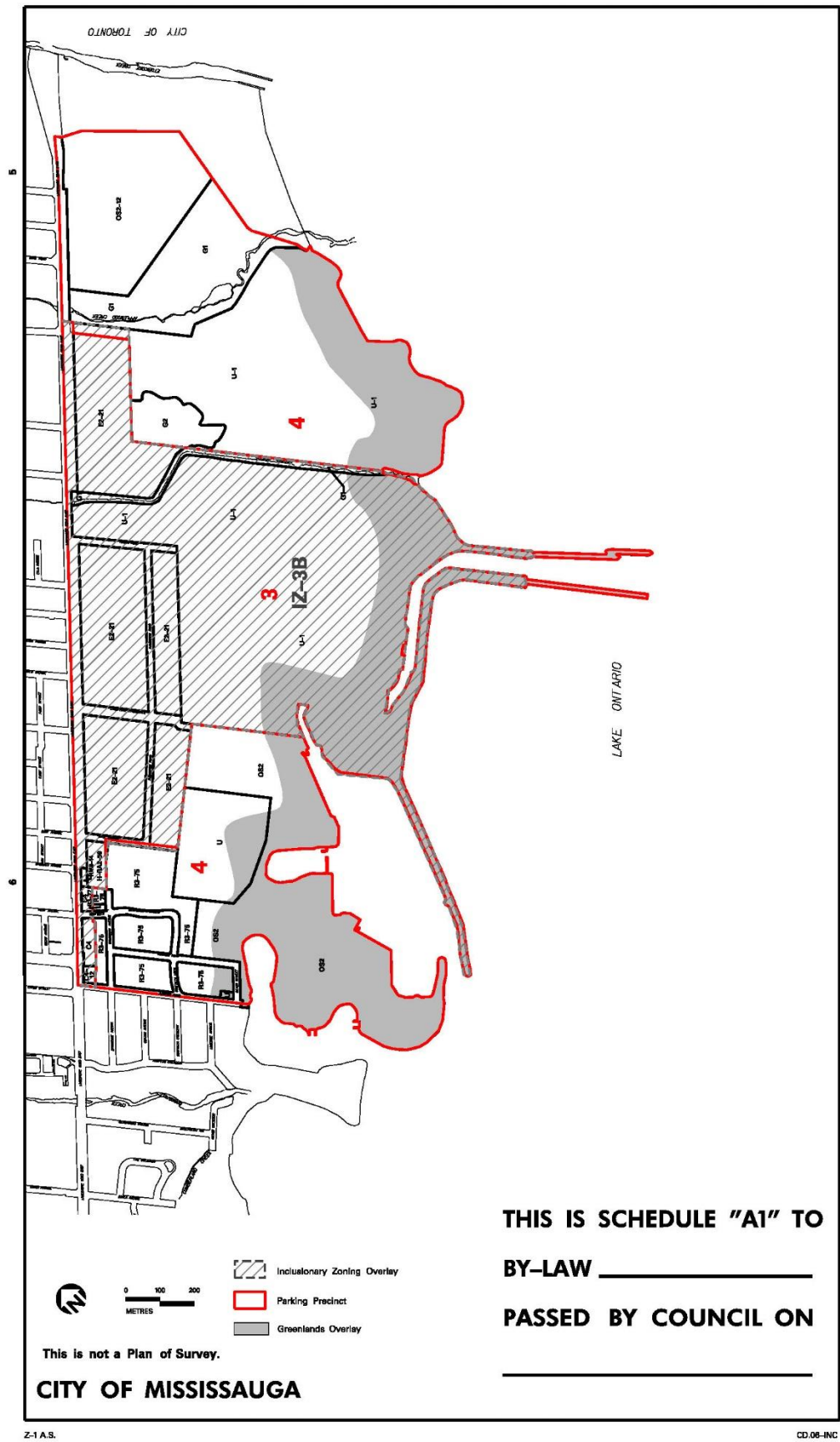
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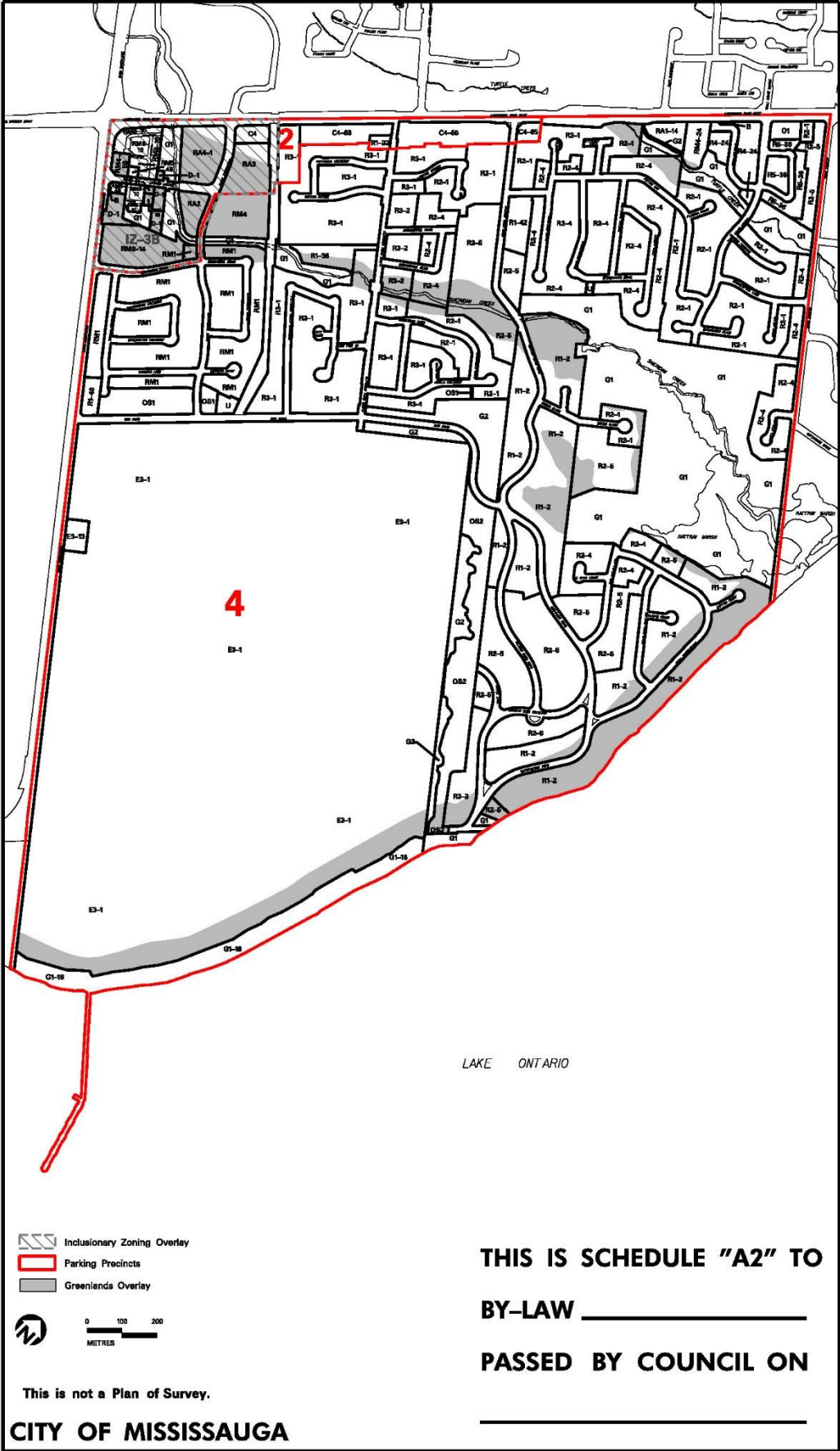
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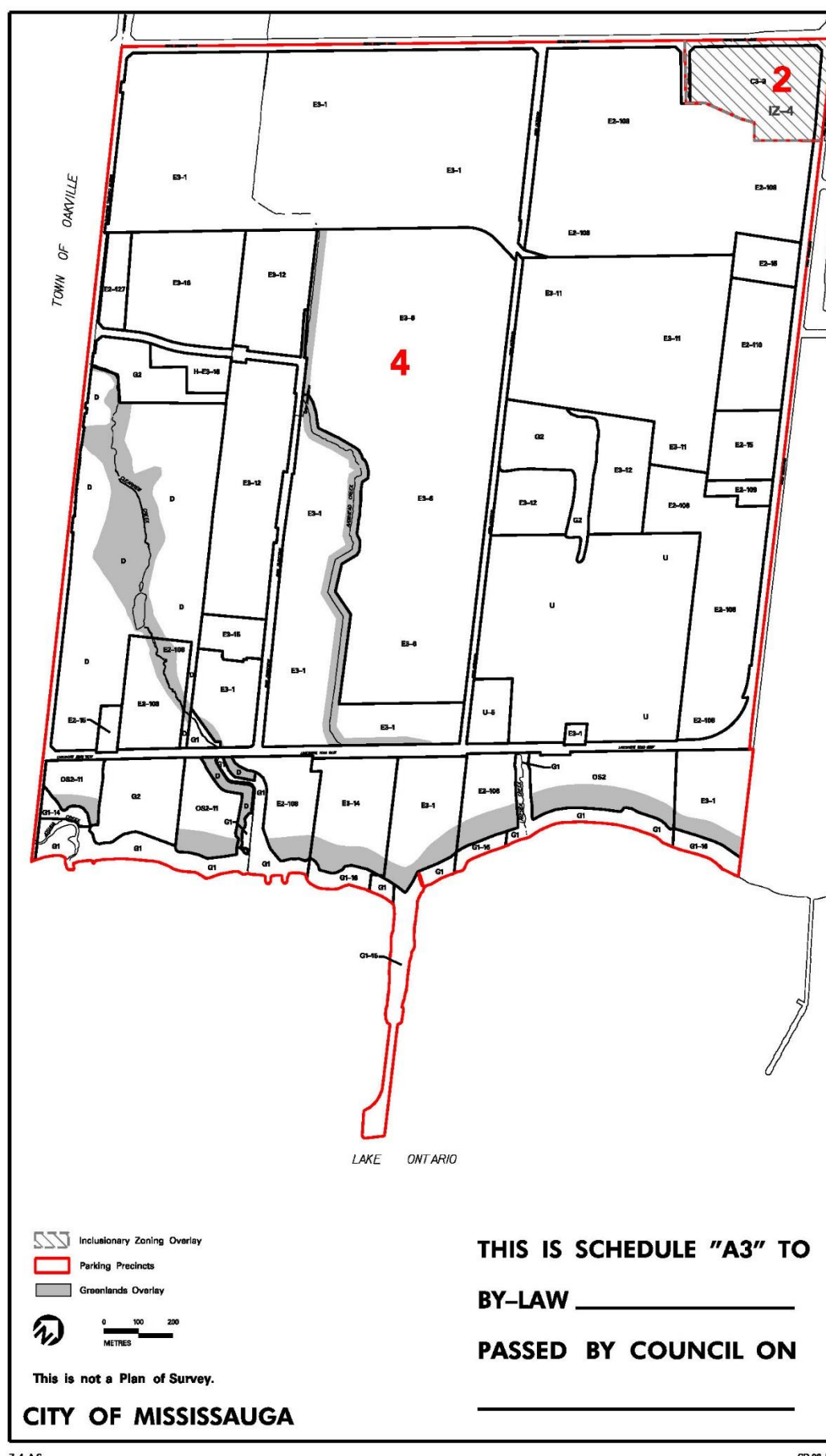
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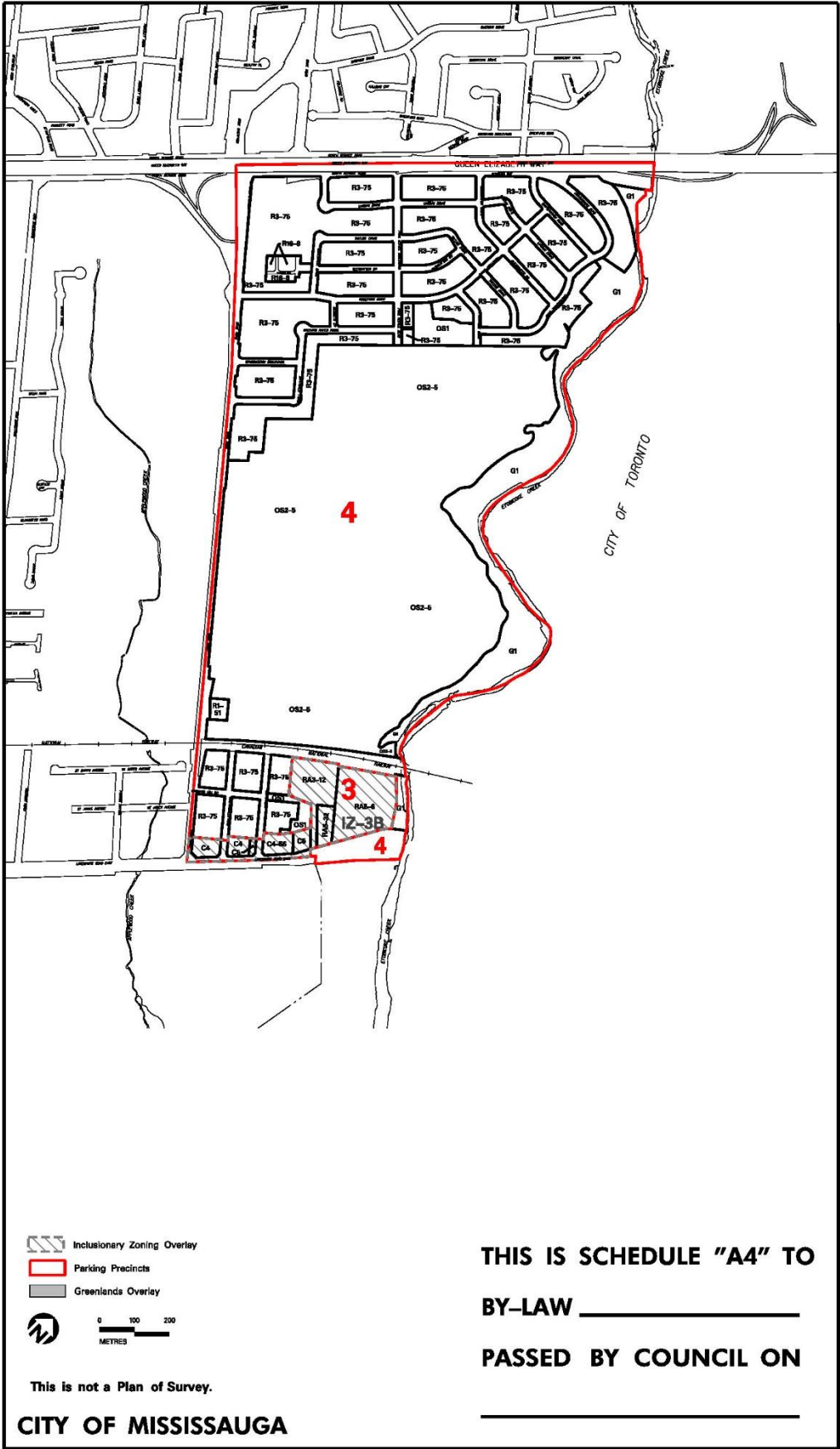


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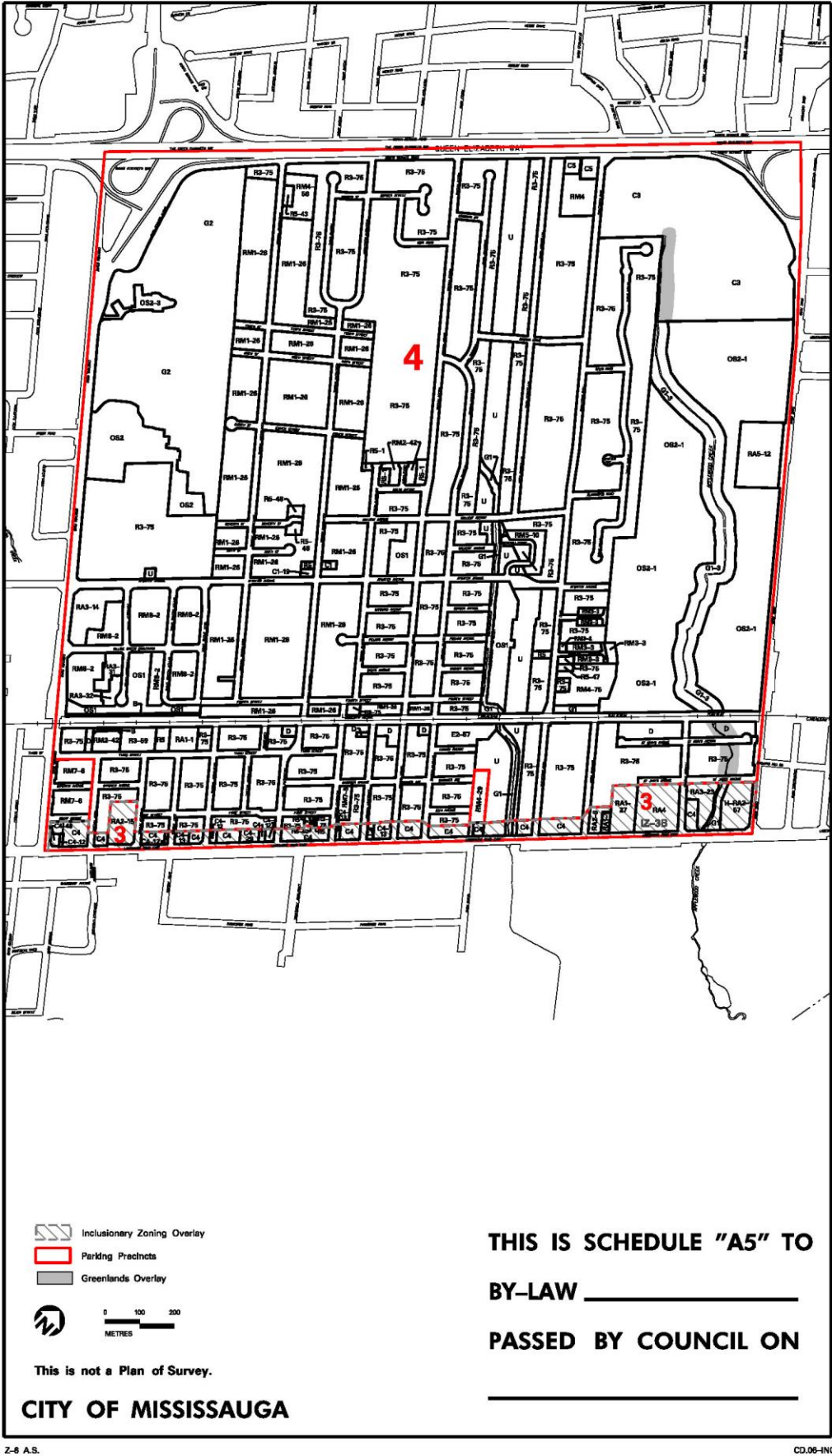
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Draft Schedule "A5"

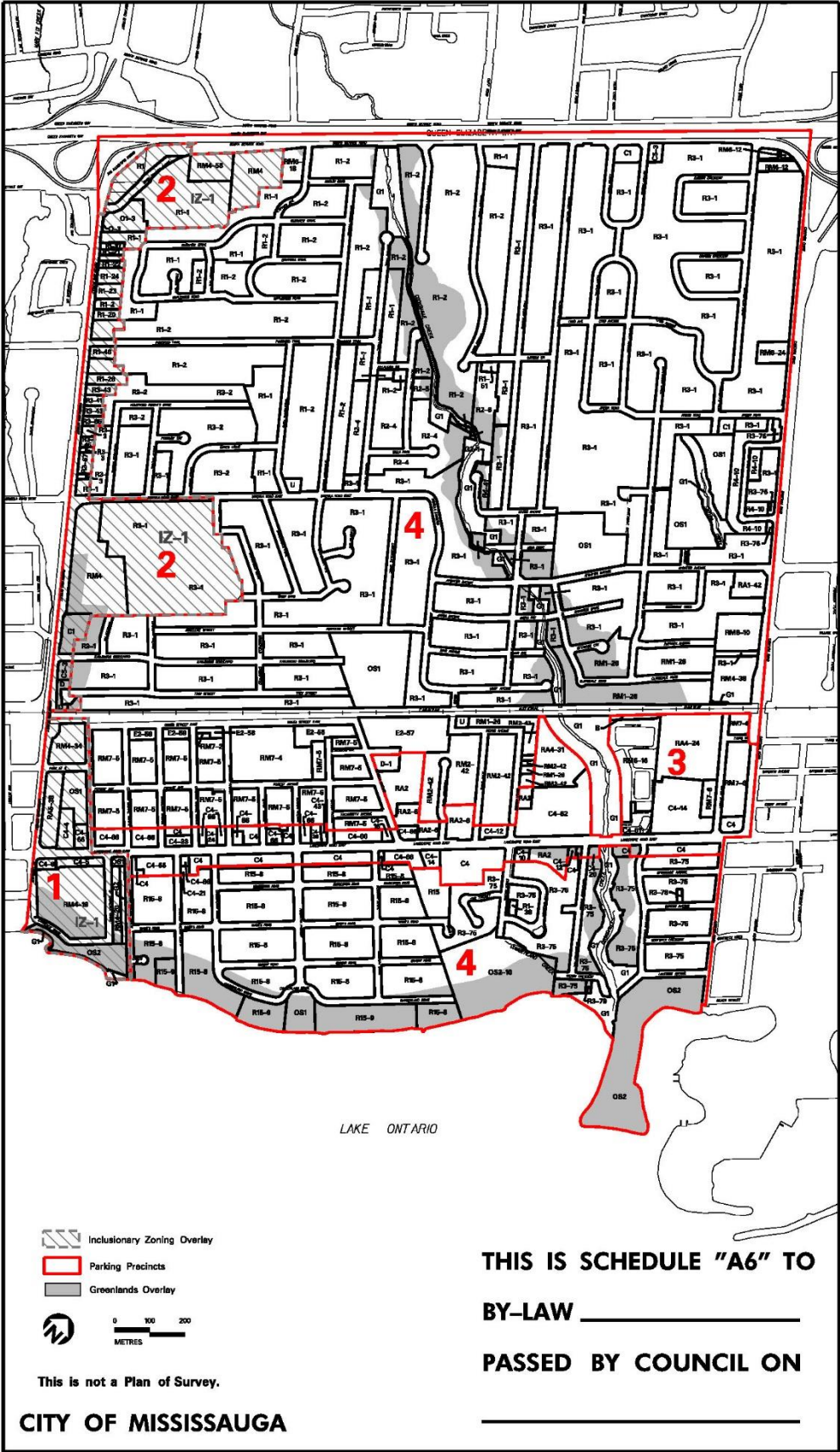
Appendix 2





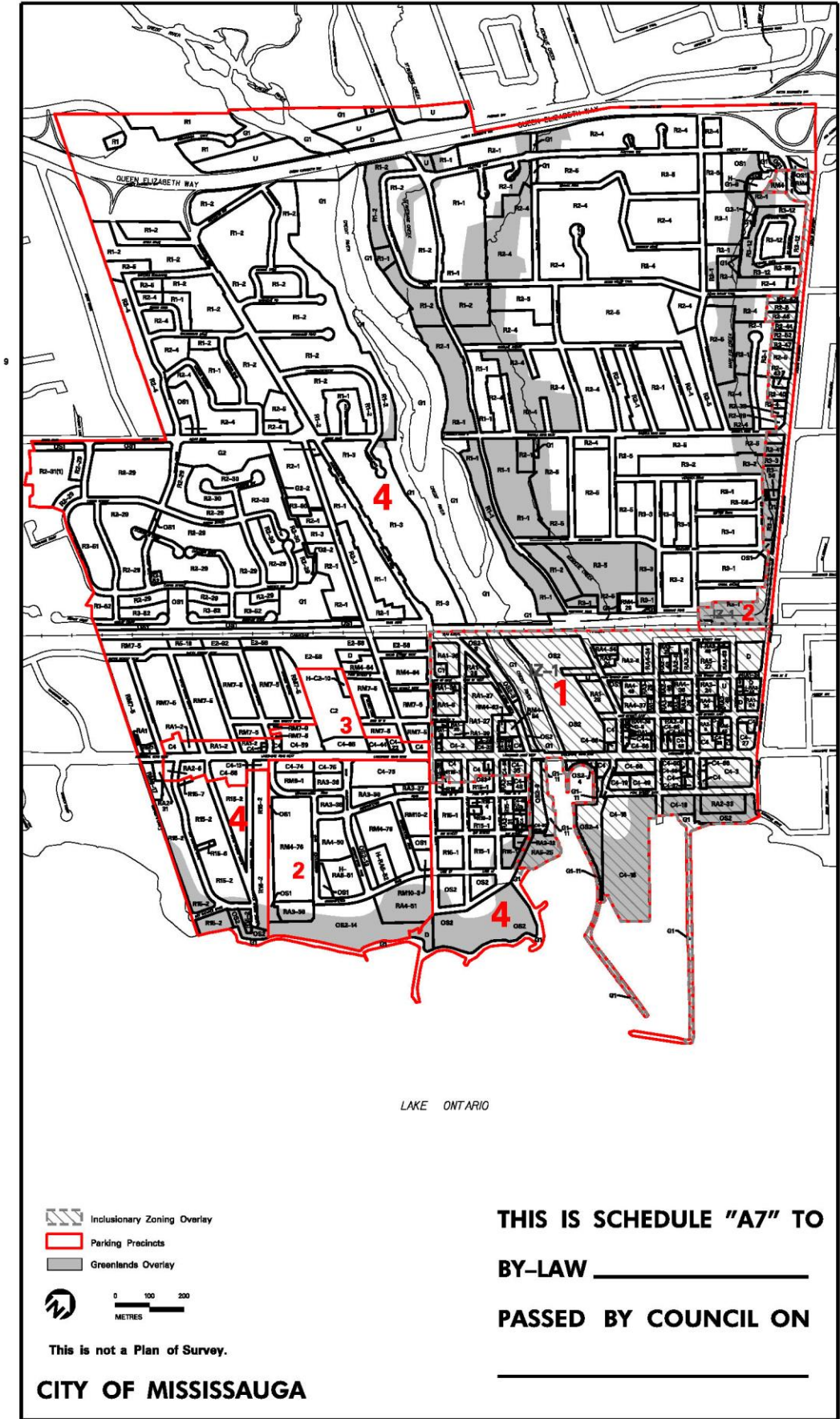
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Appendix 2



Draft Schedule "A7"

Appendix 2





Draft Schedule "A8"



Draft Schedule "A9"

Appendix 2



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Draft Schedule "A10"

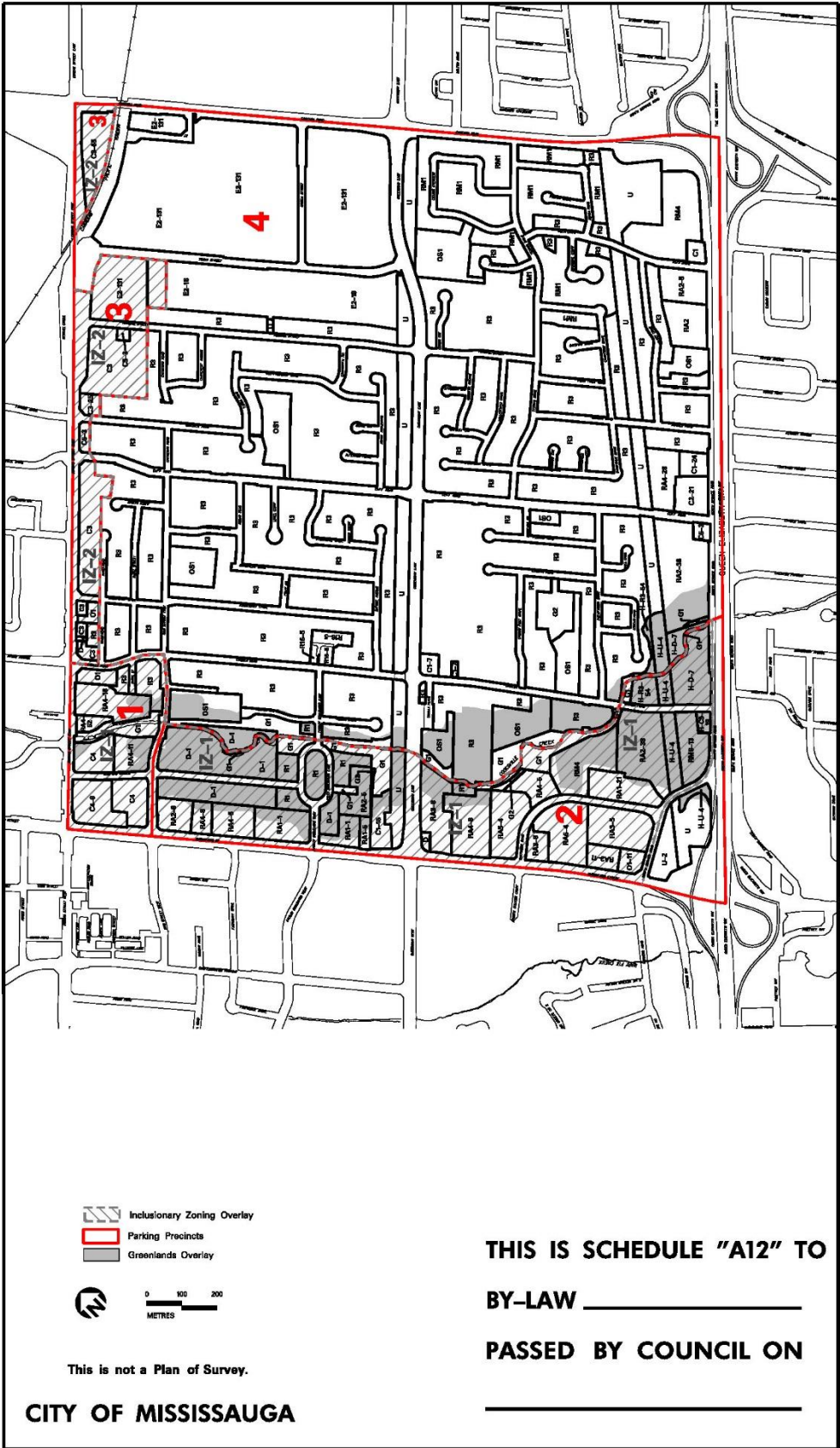
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Z-14 A.S.

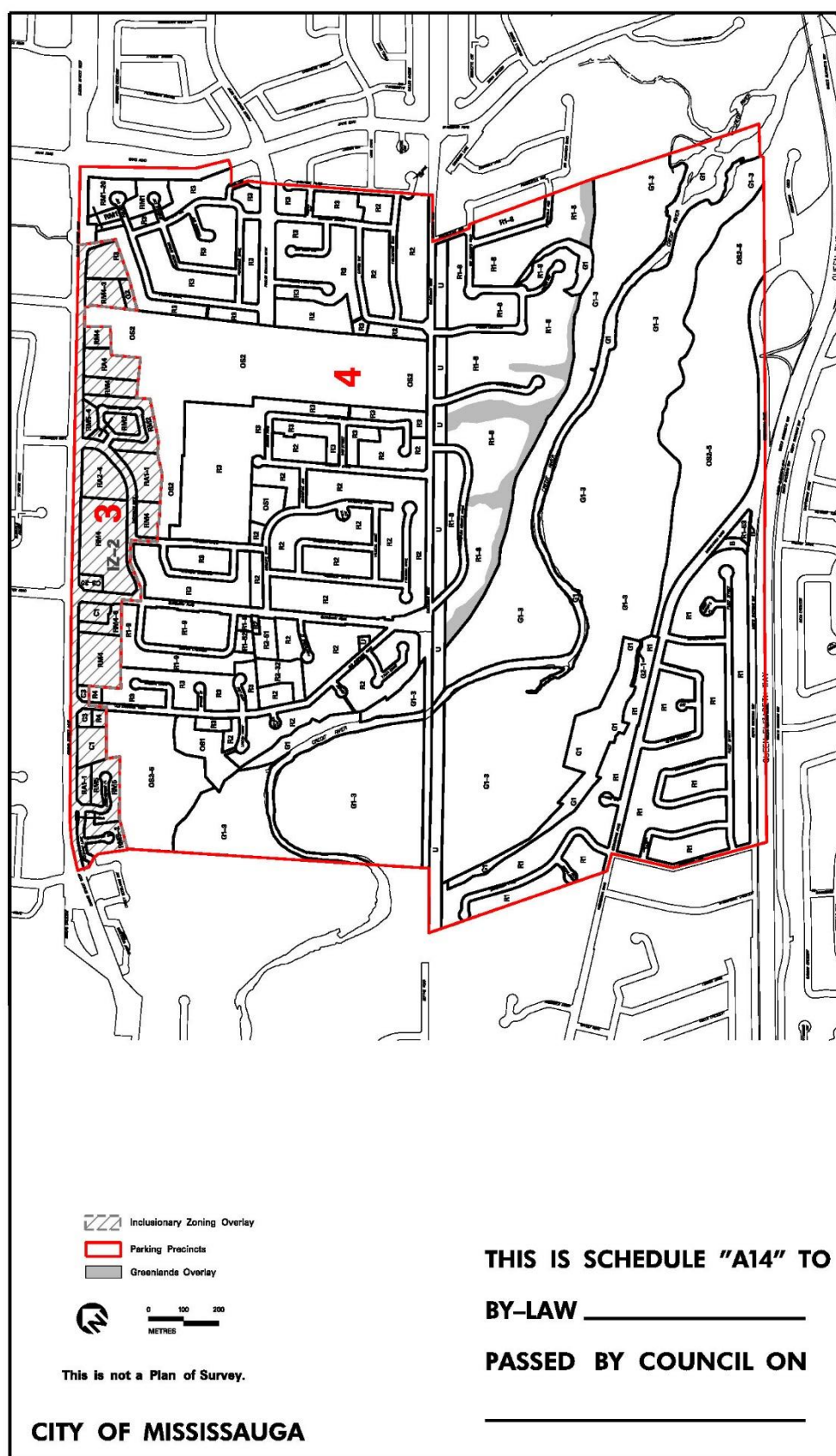
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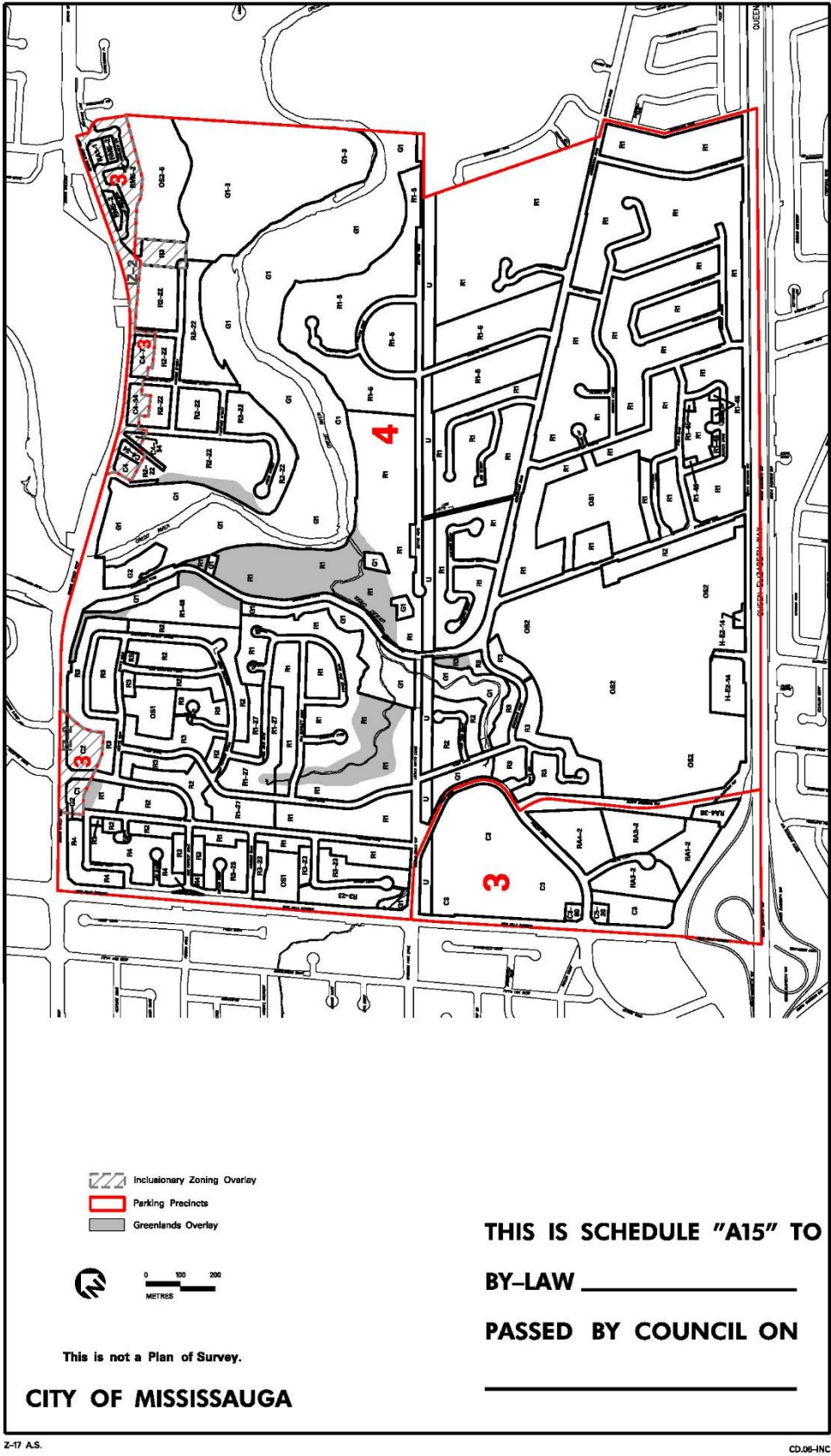




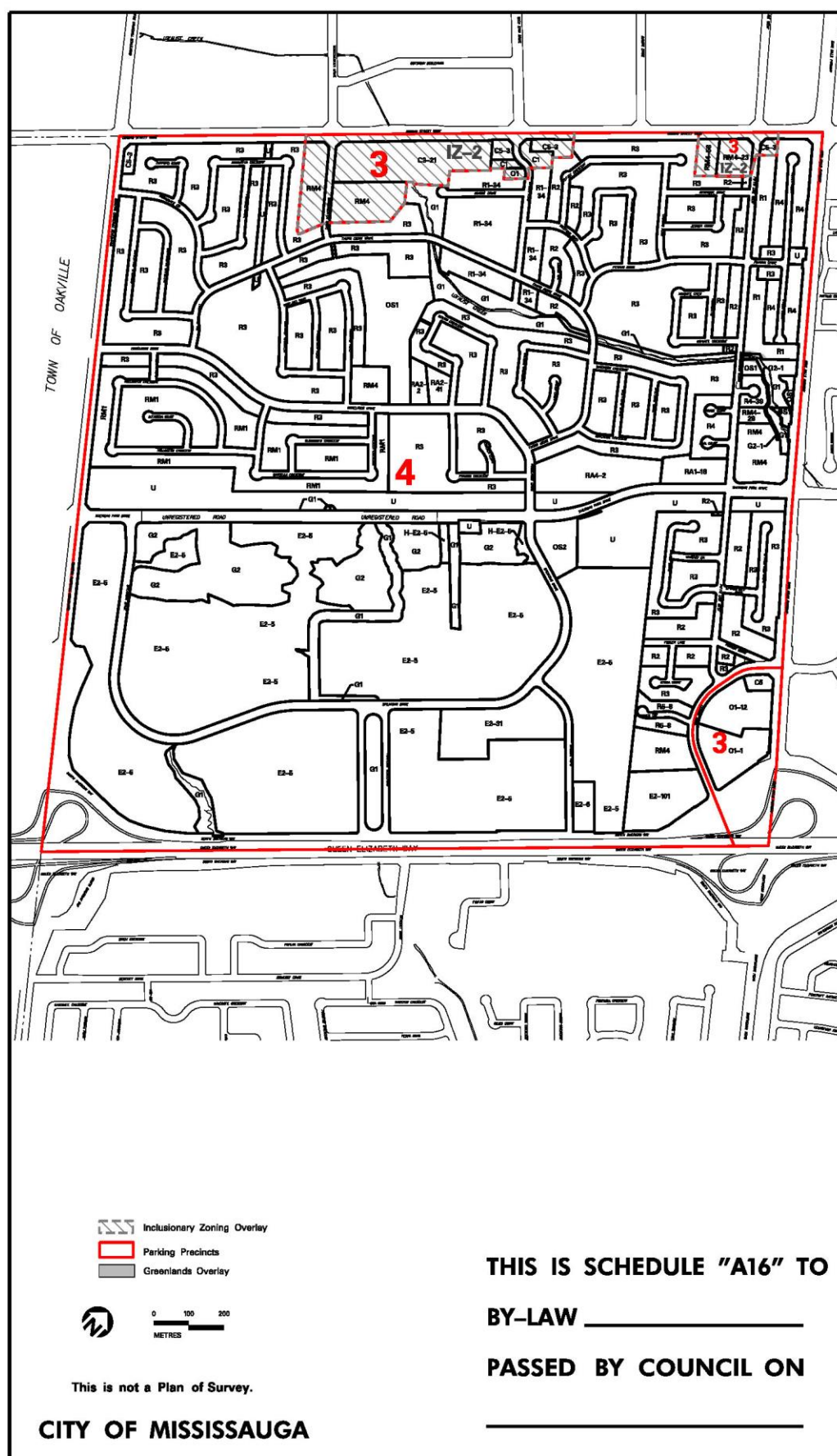
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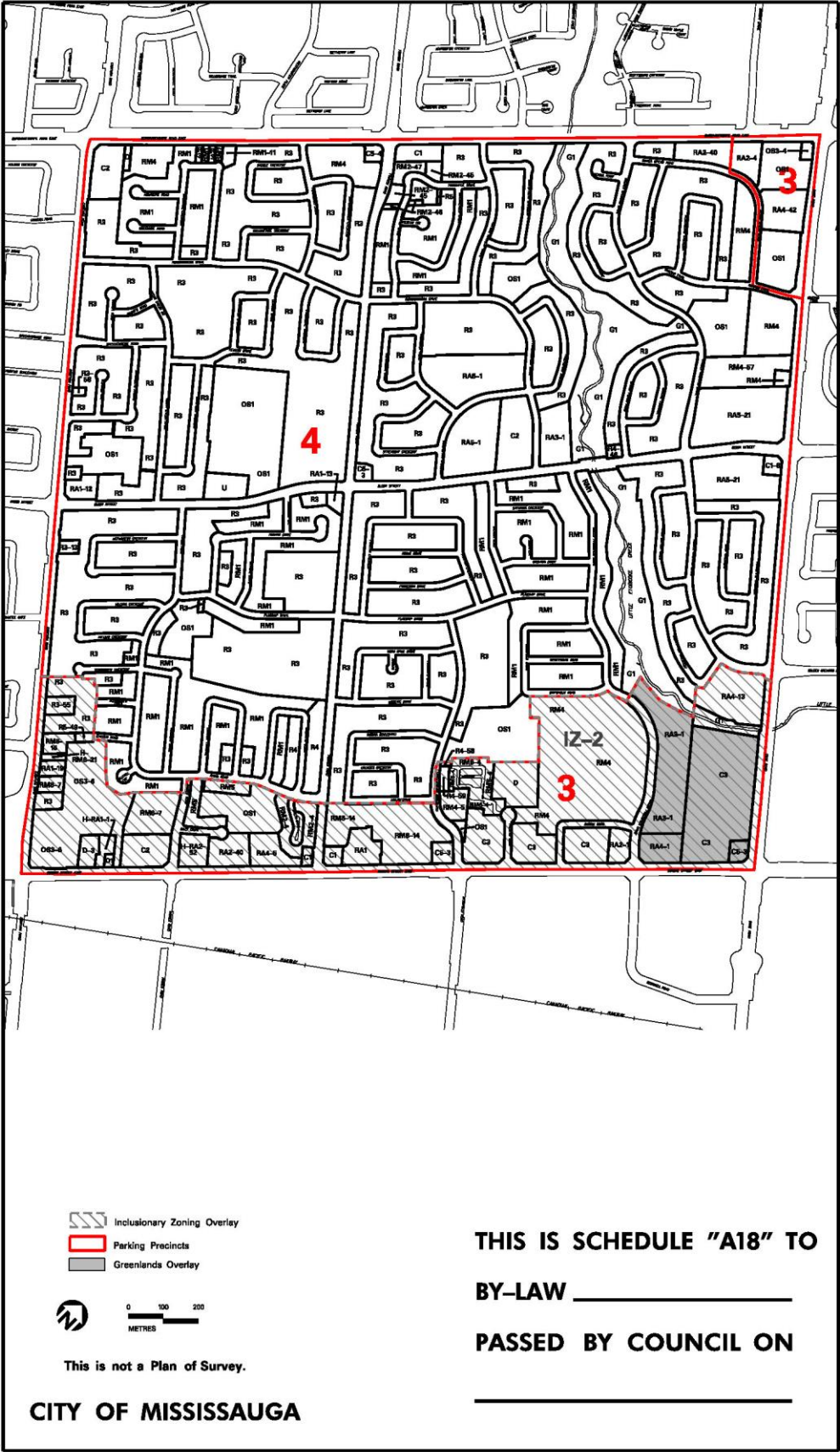




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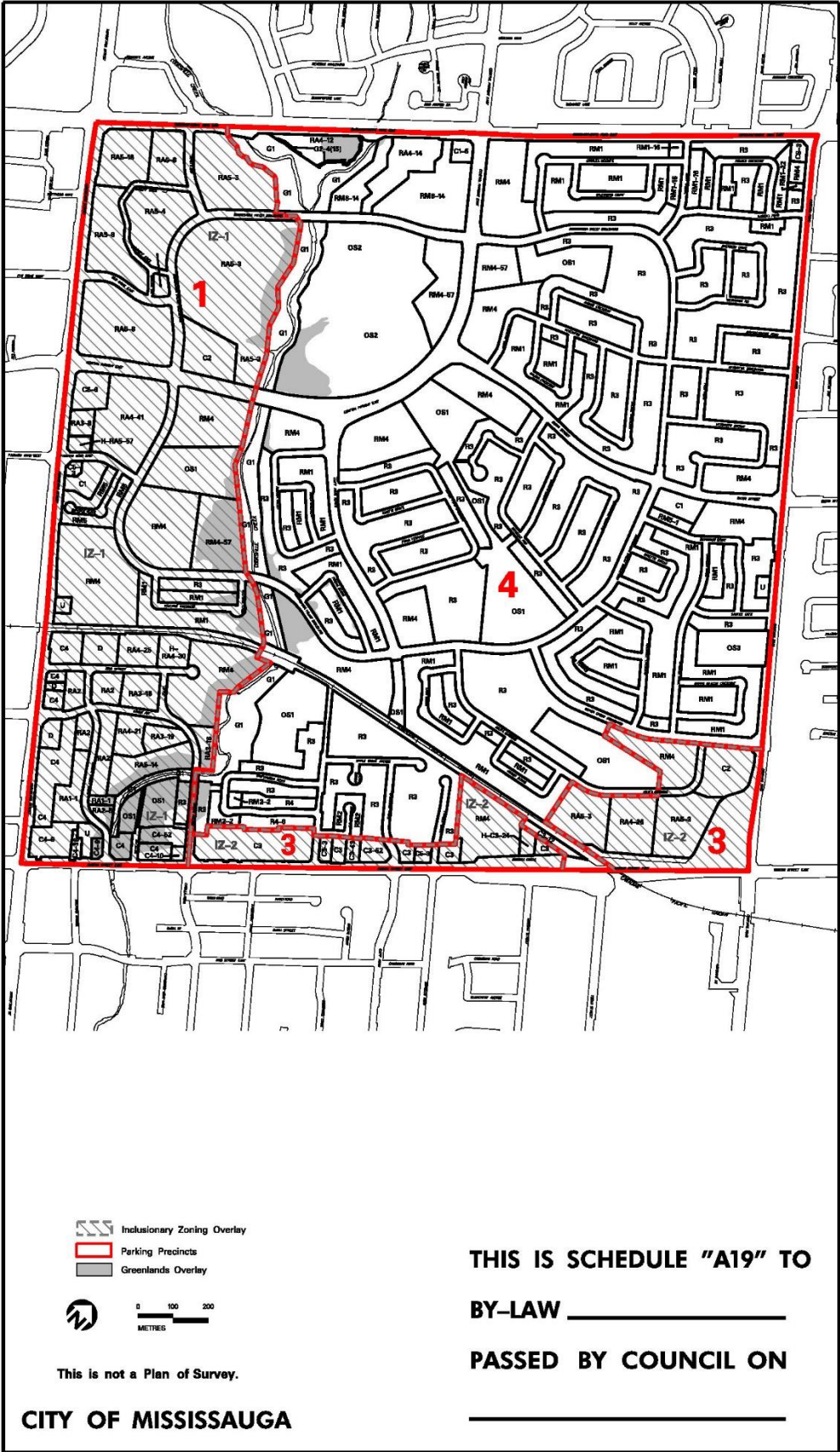


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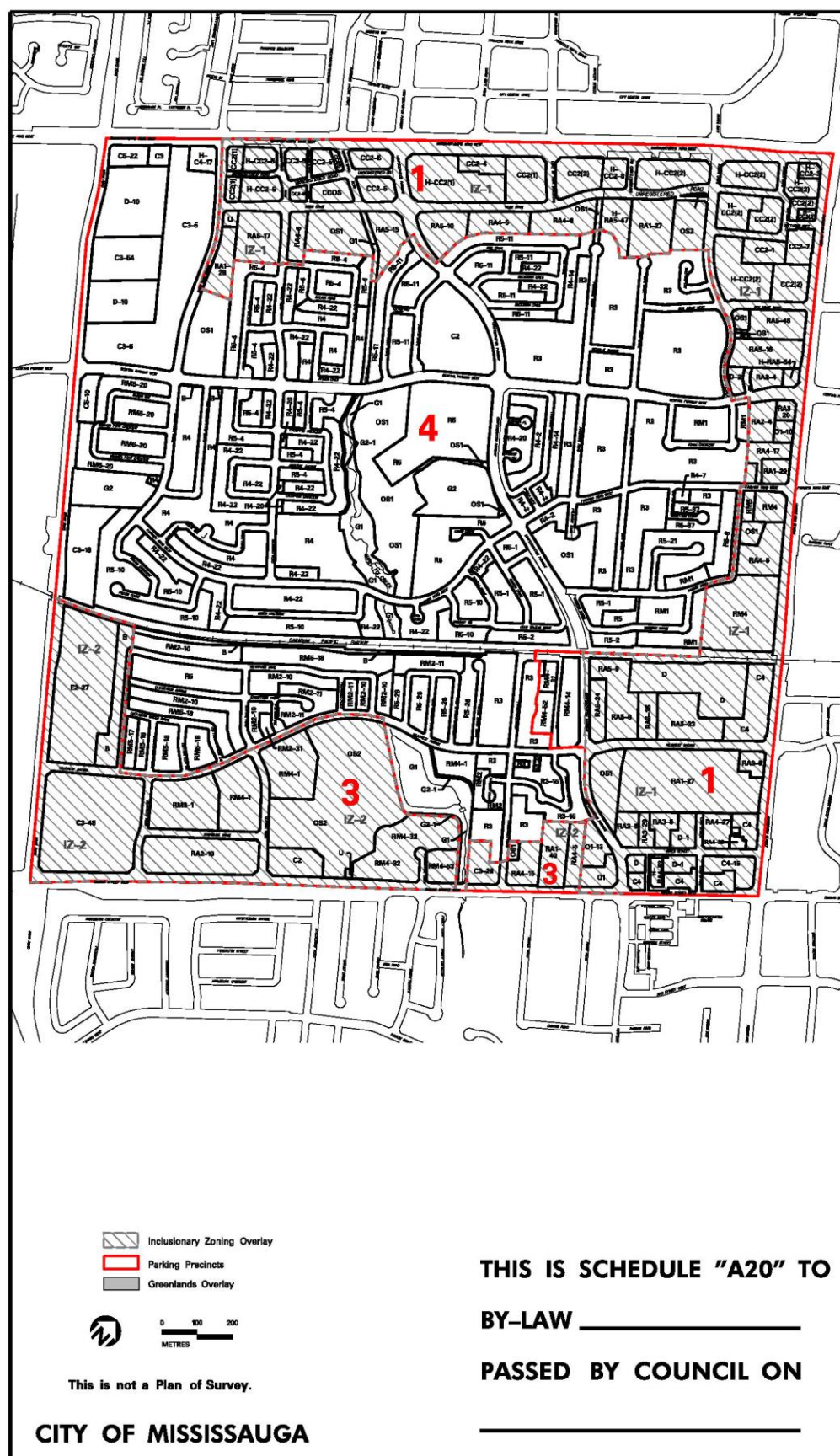




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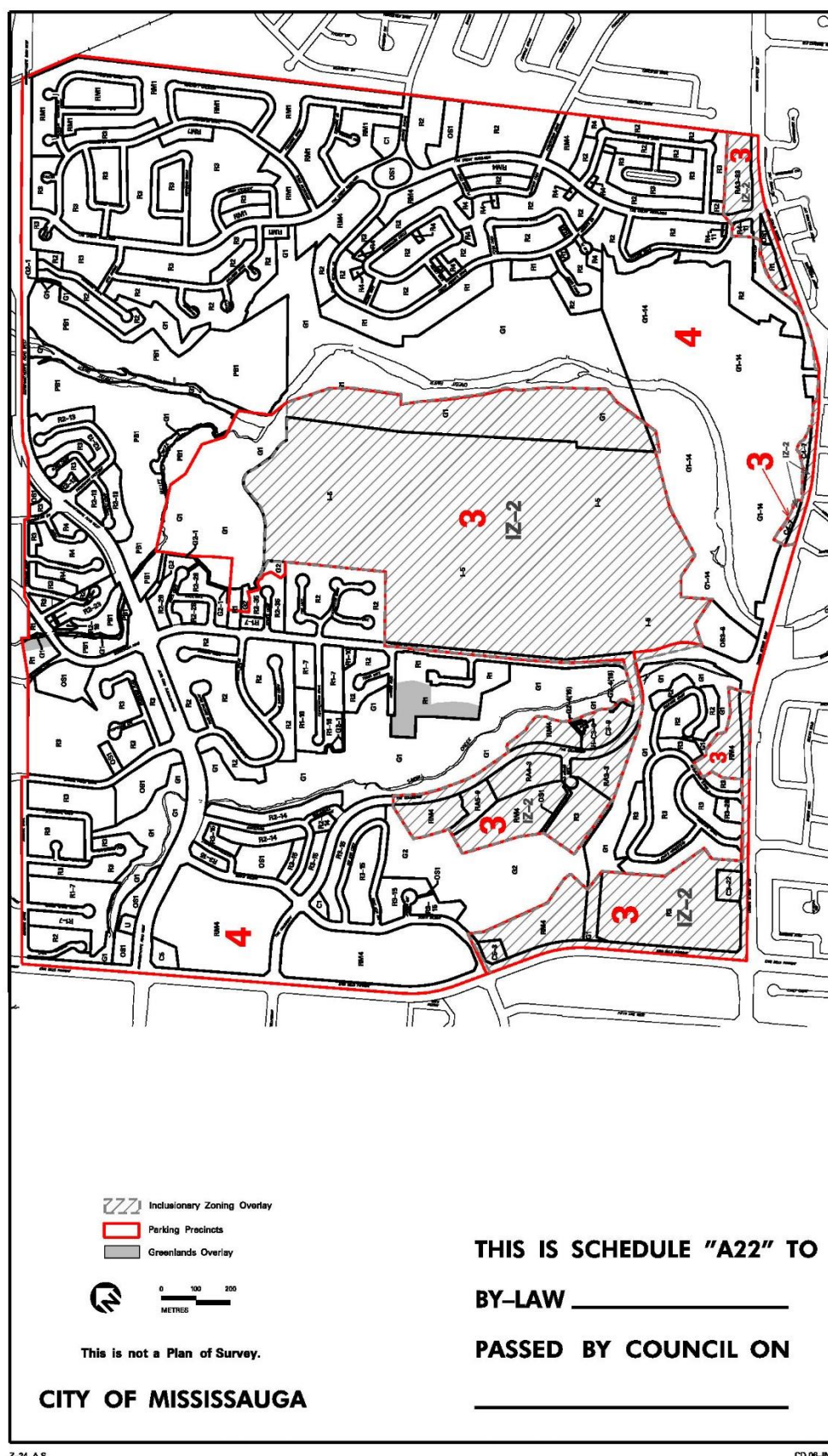




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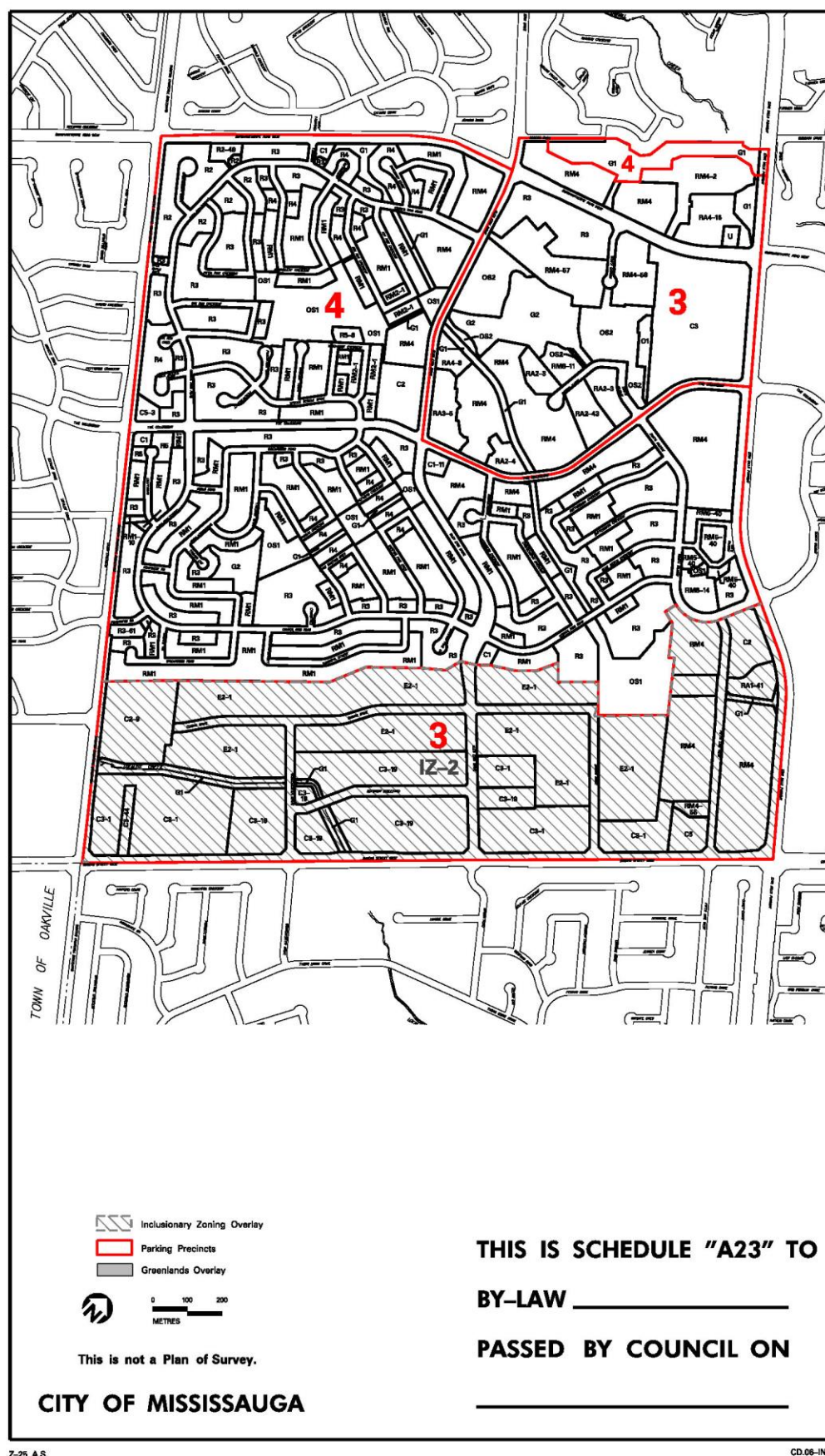


Draft Schedule "A22"





## Draft Schedule "A23"



## Draft Schedule "A24"





## Draft Schedule "A25"



Draft Schedule "A26"







## Draft Schedule "A28"



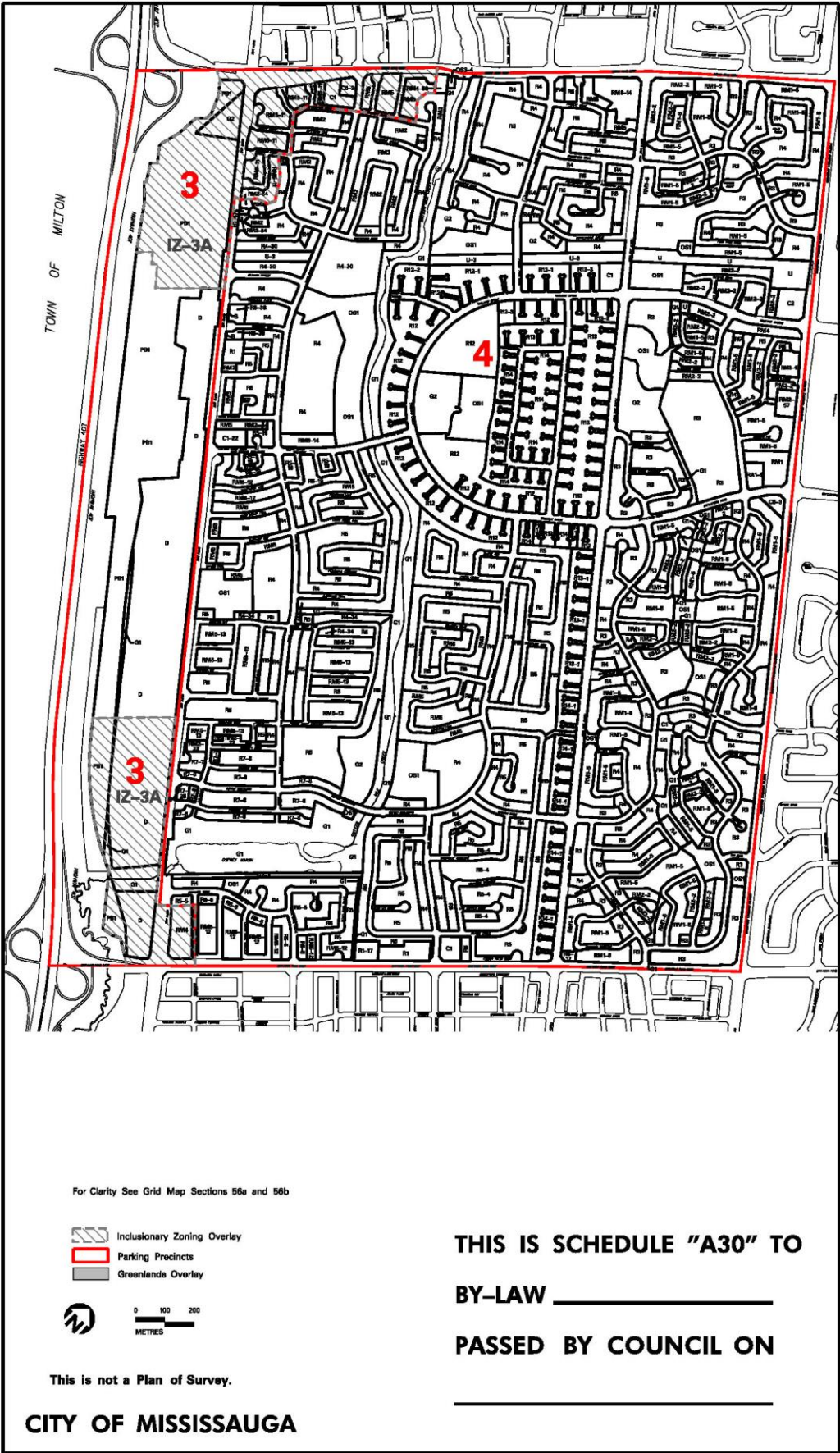


Draft Schedule "A29"

Appendix 2



Draft Schedule "A30"



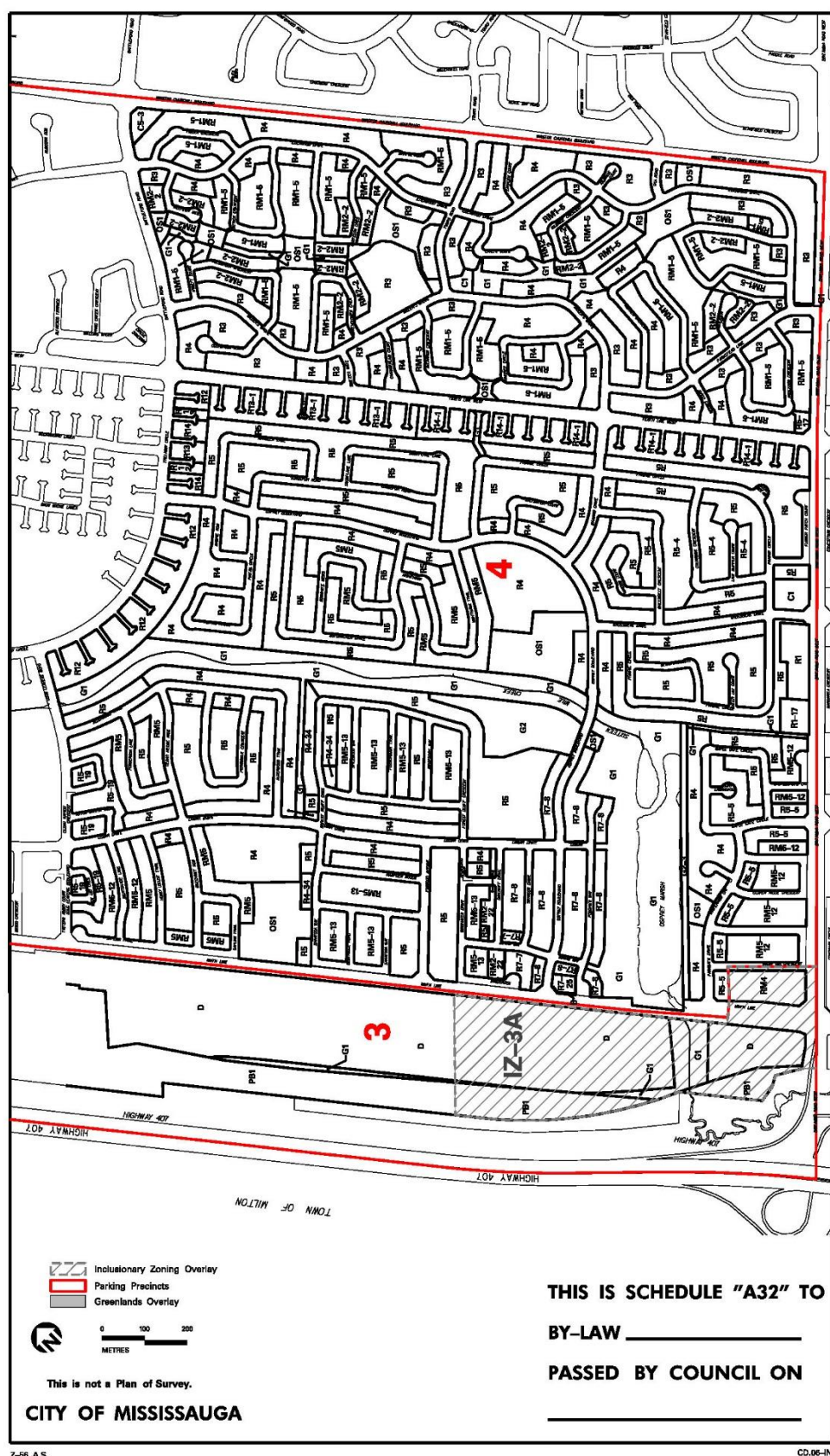


## Draft Schedule "A31"



## Appendix 2

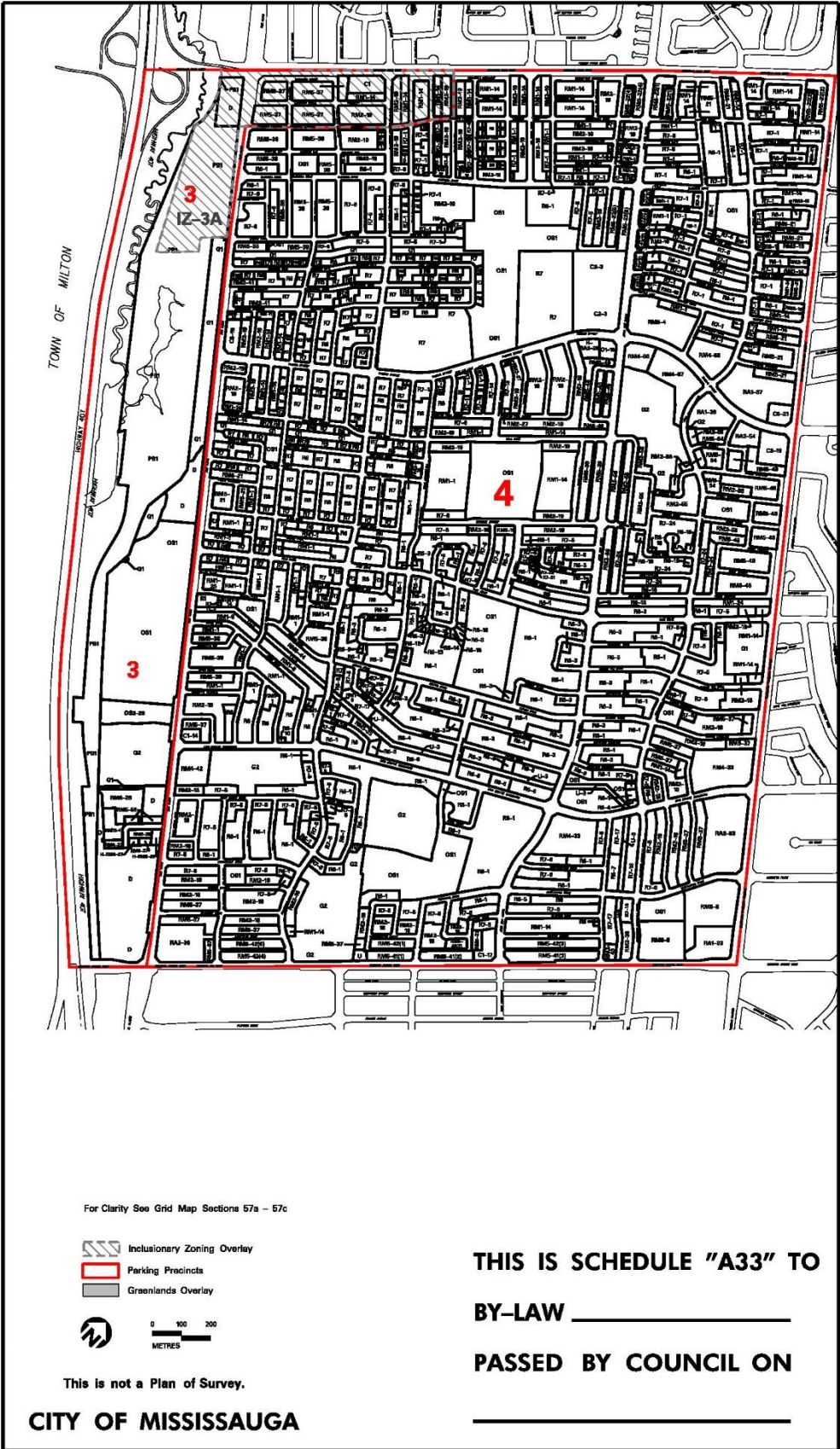
Draft Schedule "A32"





Draft Schedule "A33"

Appendix 2



Draft Schedule "A34"

Appendix 2



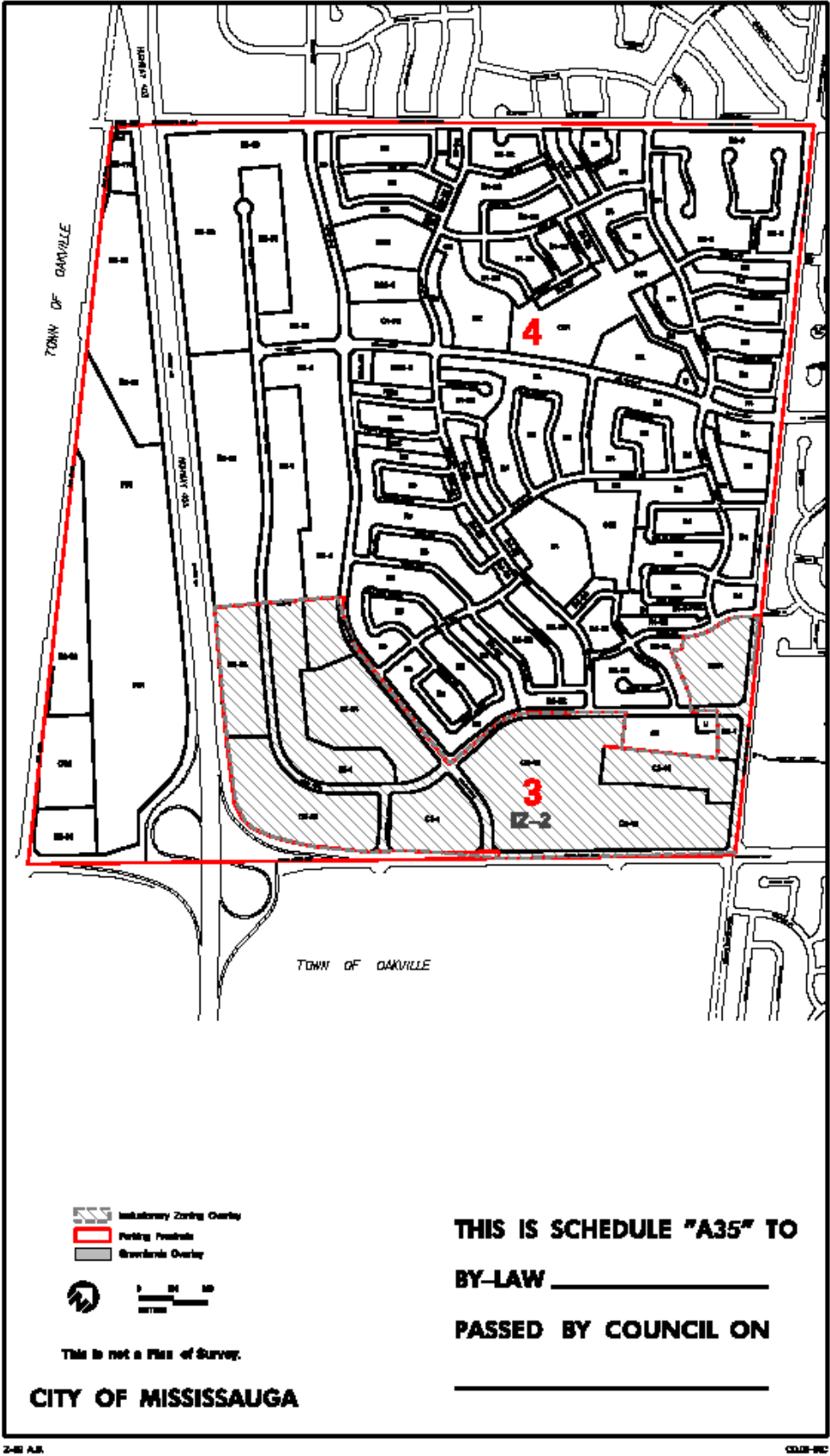
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Draft Schedule "A35"

Appendix 2



## **APPENDIX "A" TO BY-LAW NUMBER \_\_\_\_\_**

### Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to introduce Inclusionary Zoning requirements for certain lands in the municipality.

This By-law amends the zoning of the properties outlined on the attached Schedules "A1 to A35" by adding an Inclusionary Zoning Overlay consisting of five Inclusionary Zoning Areas.

The proposed zoning regulations require development/re-development within the Inclusionary Zoning Overlay and meeting certain criteria to set aside a portion of the residential area as affordable housing units. The requirements are secured through a legal agreement with the City and registered on title to the lands.

### Location of Lands Affected

The lands affected this amendment are generally located:

- along Hurontario Street from the southernmost point to south of Britannia Road West including the Downtown Core
  - along Dundas Street
  - along Lakeshore Road East
  - at the intersection of Ninth Line and Britannia Road West and surrounding lands
  - at the intersection of Ninth Line and Derry Road West and surrounding lands, and
  - at the intersection of Lakeshore Road West and Southdown Road and surrounding lands
- in the City of Mississauga, as shown on the attached Maps designated as Schedules "A1" to "A35".

Further information regarding this By-law may be obtained from Catherine Parsons of the City Planning and Building Department at 905-615-3200 ext. 8409.

### NOTE:

PURSUANT TO SUBSECTIONS 34(19.3) AND 34(19.4) OF THE *PLANNING ACT*, THERE IS NO APPEAL WITH RESPECT TO THE CONTENTS OF THIS BY-LAW EXCEPT BY THE MINISTER OF MUNICIPAL AFFAIRS AND HOUSING.

# 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 &amp; Building</p>	<p>Originator's files: LA.07-CIT</p> <hr/> <p>Meeting date: August 8, 2022</p>
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## 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 studies<sup>1</sup>, 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.

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<sup>1</sup> 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.

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 PMTSAs. 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.

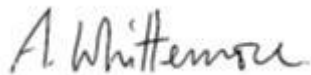
## Conclusion

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 MTSAs, 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



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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 28<sup>th</sup>, 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 28<sup>th</sup>, 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 28<sup>th</sup>, 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 9<sup>th</sup>, 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 30<sup>th</sup>, 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 9<sup>th</sup>, 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 MTSA's to be protected MTSA's 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 MTSA's.** 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](mailto: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**

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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 m<sup>2</sup> (407,059 ft<sup>2</sup>) 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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**[gowlingwlg.com](http://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](http://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 blue ink, appearing to read "Peter Gross", written over a light blue horizontal line.

Peter Gross

PG



May 27, 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 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 28<sup>th</sup>, 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 28<sup>th</sup>, 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:

**Ahmed Group (2560+2564 Confederation Pkwy) Inc.**  
1024 Dundas St. E., Mississauga, Ontario L5N 1W1  
P: 905-949-0999 • F: 905-949-9489 • W: www.Ahmed.Group



*“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 9<sup>th</sup>, 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 MTSA's to be protected MTSA's 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 MTSA's.** 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?”*

**Ahmed Group (2560+2564 Confederation Pkwy) Inc.**

1024 Dundas St. E., Mississauga, Ontario L5N 1W1

P: 905-949-0999 • F: 905-949-9489 • W: www.Ahmed.Group





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.
- 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

**Ahmed Group (2560+2564 Confederation Pkwy) Inc.**

1024 Dundas St. E., Mississauga, Ontario L5N 1W1

P: 905-949-0999 • F: 905-949-9489 • W: www.Ahmed.Group





c.c:

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

## APPENDIX

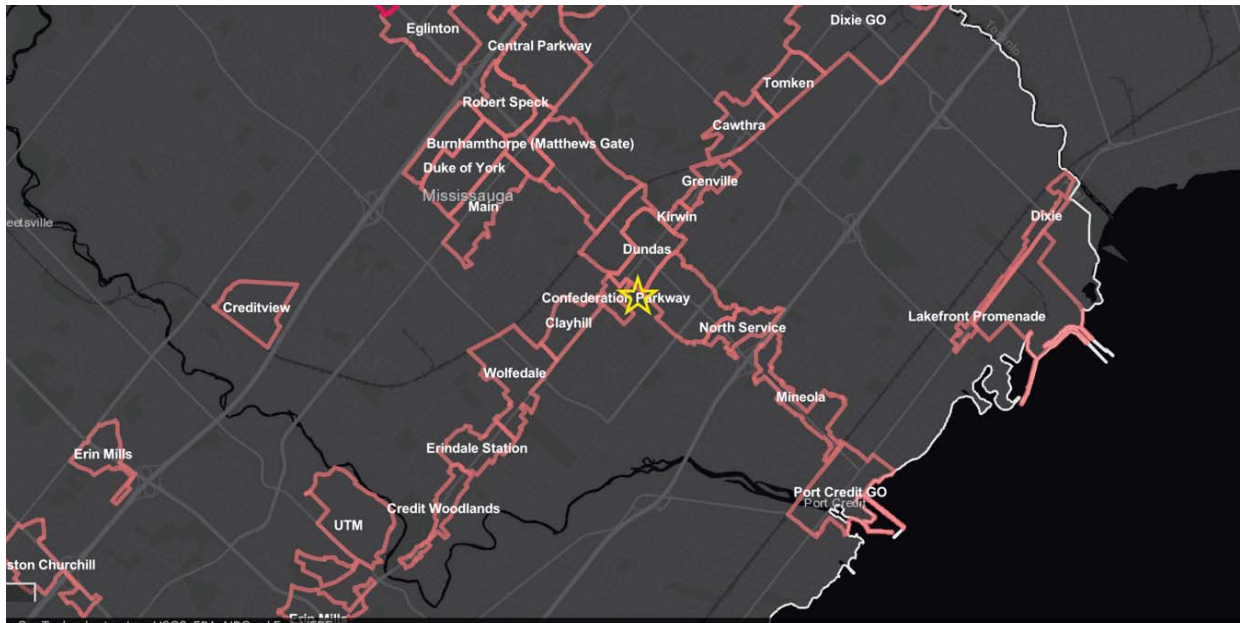


Figure 1: MTSA Boundaries

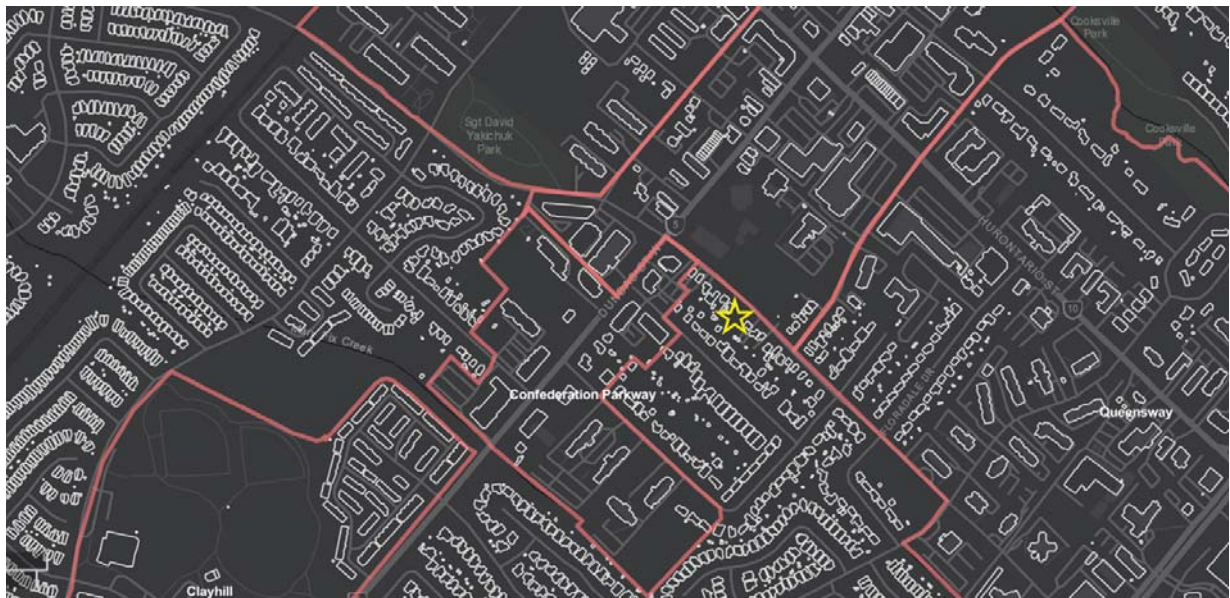


Figure 2: MTSA Boundaries





Figure 3: MTSA Boundaries

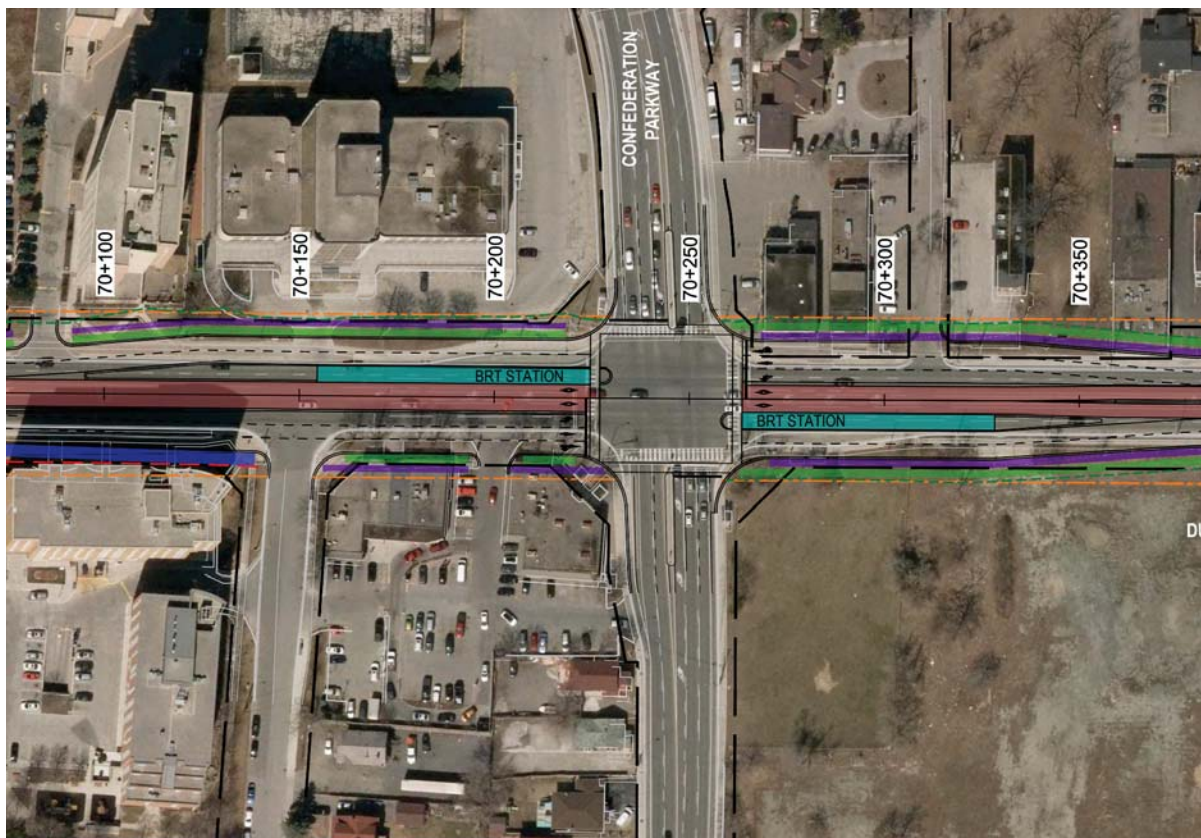


Figure 4: Proposed Location of BRT Station

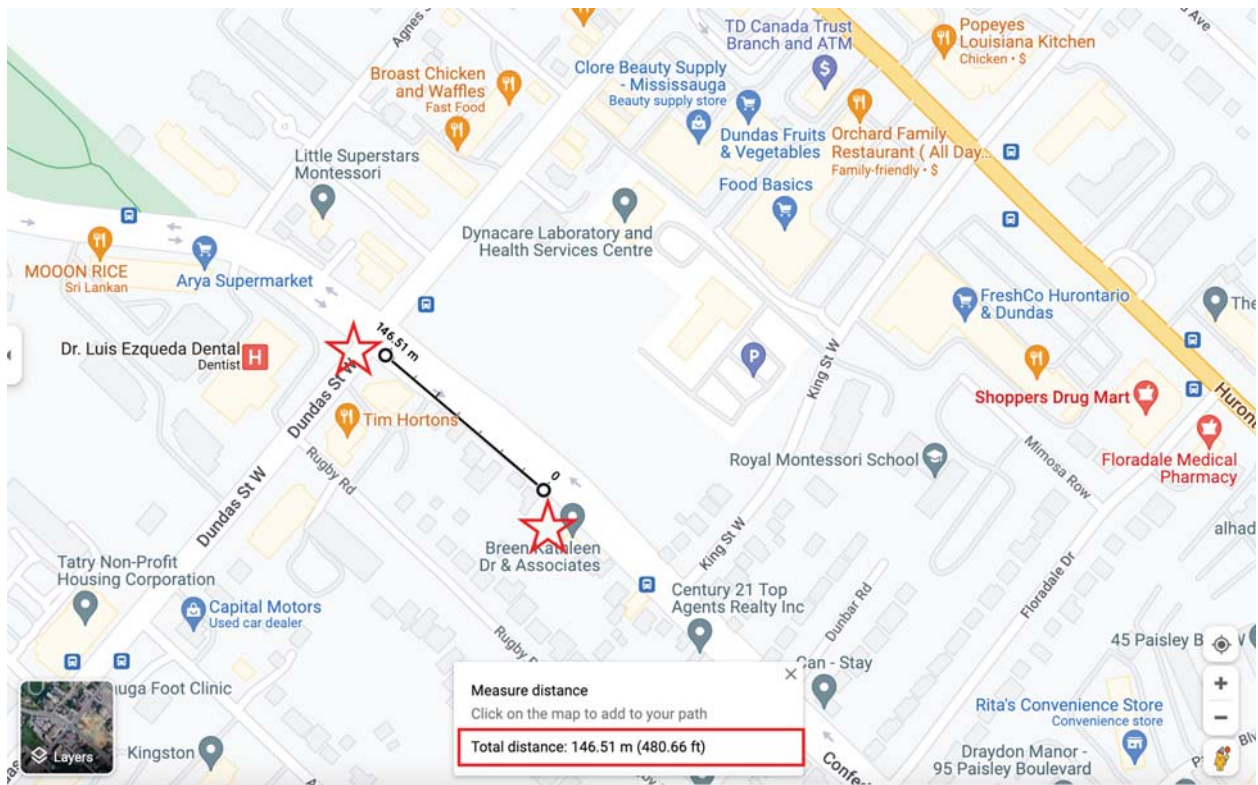
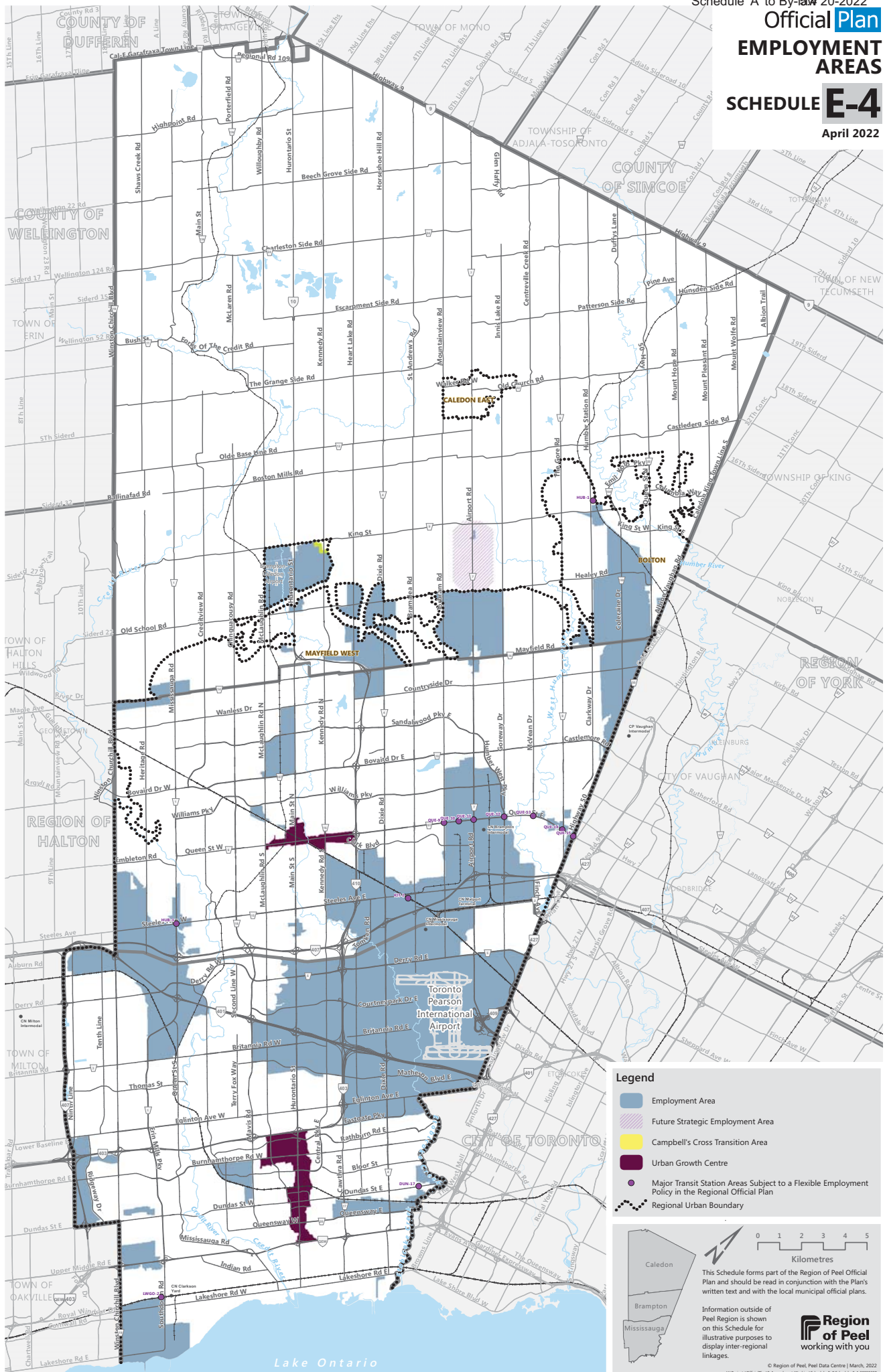
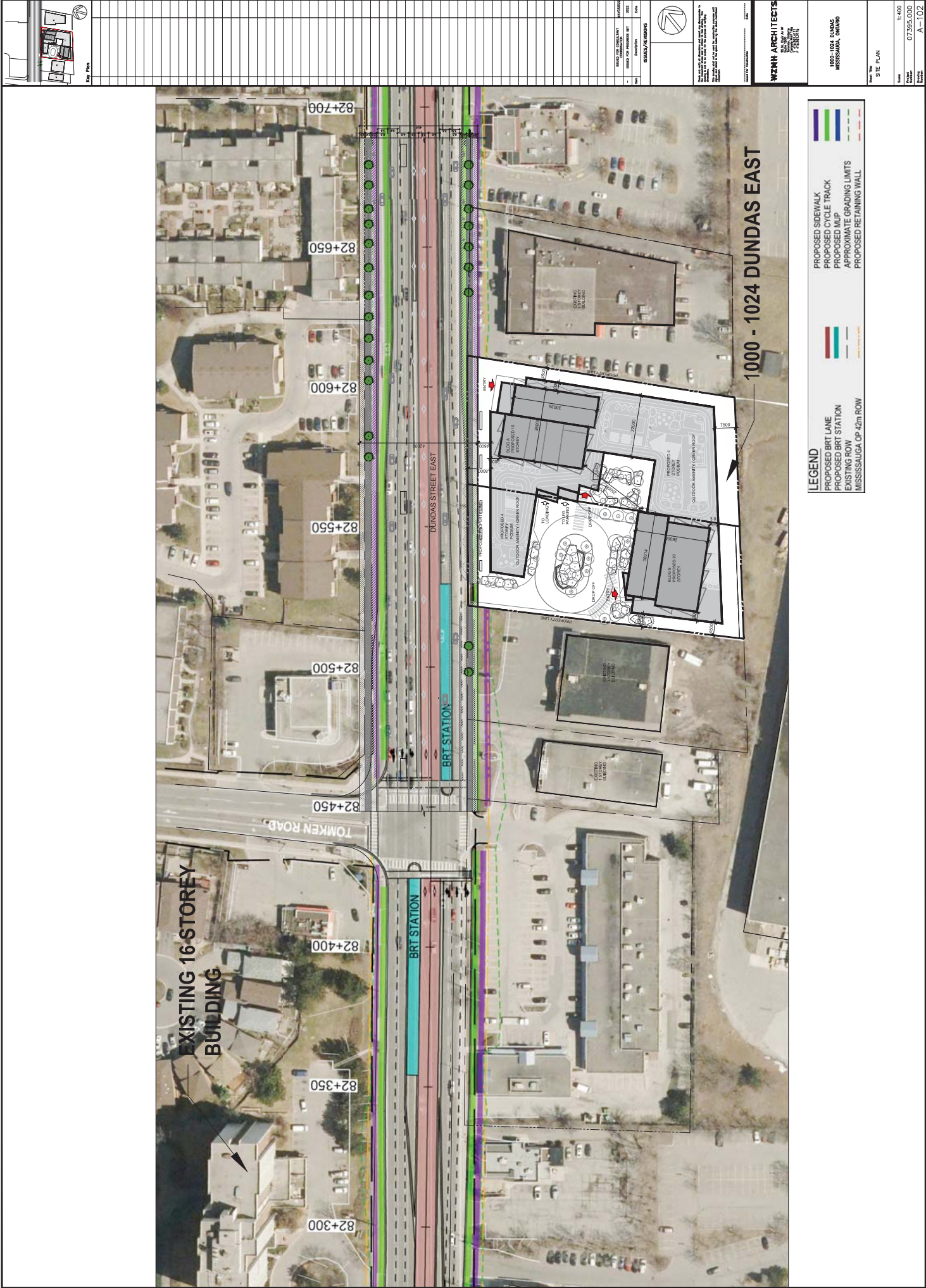


Figure 5: Property Proximity to Proposed BRT Station









**LEGEND**

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

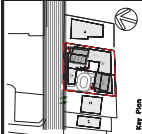
1000 - 1024 DUNDAS EAST



EXISTING 16-STOREY BUILDING

**WZMH ARCHITECTS**  
1000-1024 DUNDAS  
MISSISSAUGA, ONTARIO

Sheet	1:400
Scale	07395.000
Project	A-102






**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](mailto: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 28<sup>th</sup>, 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 28<sup>th</sup>, 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 9<sup>th</sup>, 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 30<sup>th</sup>, 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 9<sup>th</sup>, 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 MTSA's to be protected MTSA's 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 MTSA's.** 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,

**584463 ONTARIO LIMITED (ASHLEY GROUP)**

Per: 

Andjelka Vuckovic, President

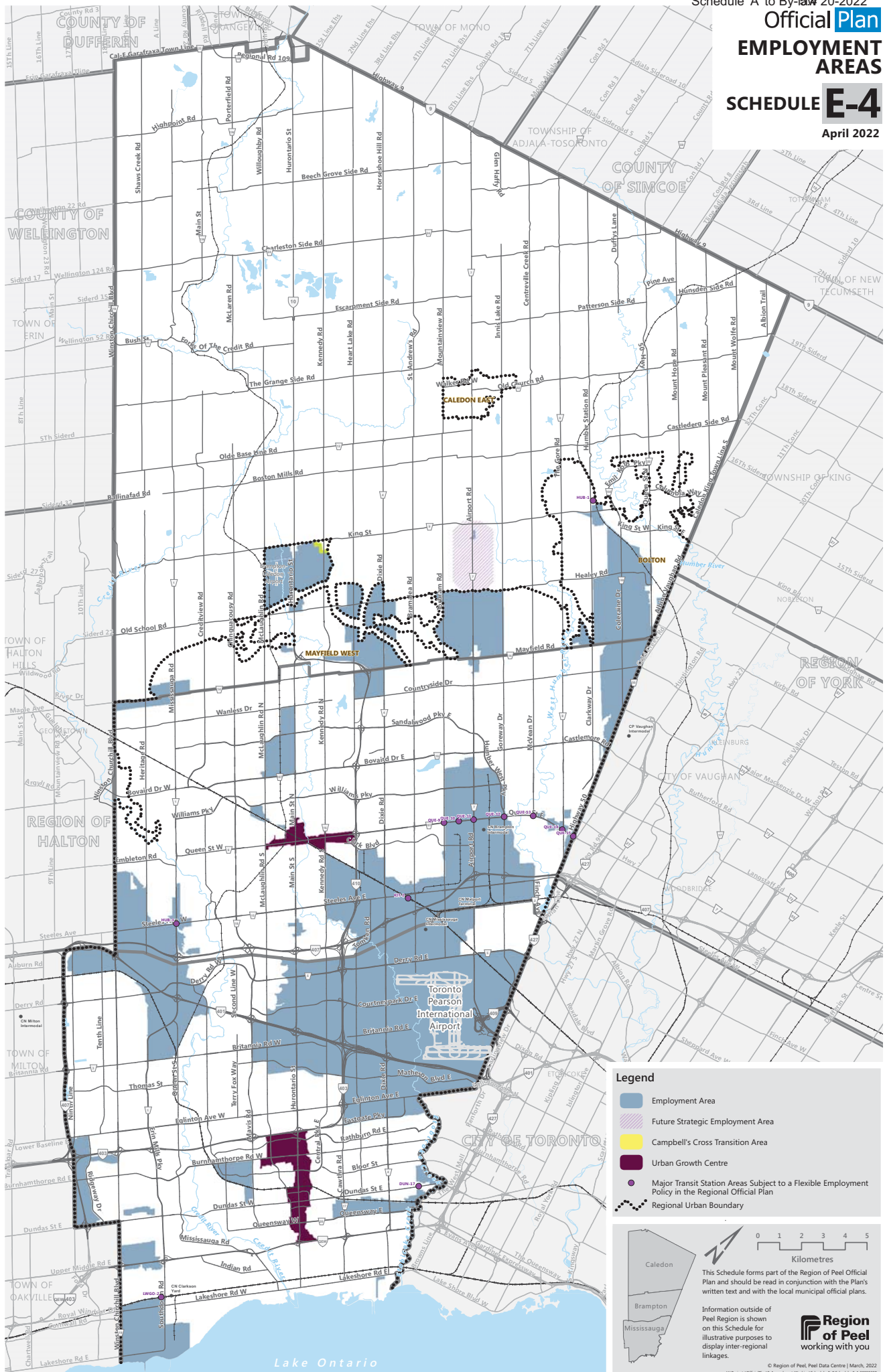
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1. Your Worship Mayor Bonnie Crombie - [mayor@mississauga.ca](mailto:mayor@mississauga.ca)
2. Ward 1 - Councillor Stephen Dasko - [stephen.dasko@mississauga.ca](mailto:stephen.dasko@mississauga.ca)
3. Ward 2 - Councillor Pat Mullin - [pat.mullin@mississauga.ca](mailto:pat.mullin@mississauga.ca)

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

John Lohmus, Senior Land Planner, Plan Logic Consulting – [johnlohmus@outlook.com](mailto: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

**Scale**

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**  
 working with you

© Region of Peel, Peel Data Centre | March, 2022  
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**WZMH ARCHITECTS**  
 99 St. Clair Ave. W.  
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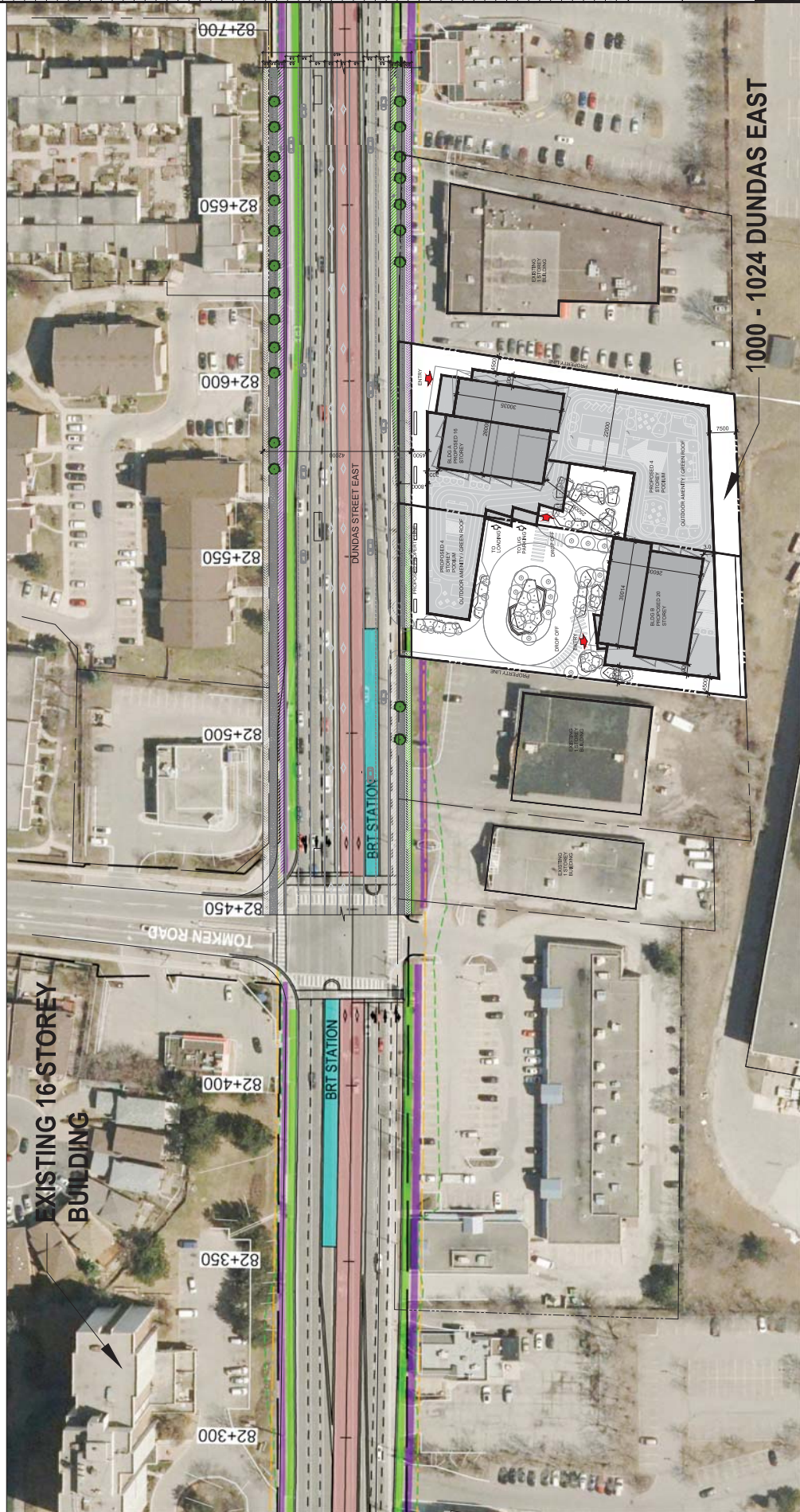
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Scale: 1:400

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## LEGEND

PROPOSED BRT LANE  
PROPOSED BRT STATION  
EXISTING ROW  
MISSISSAUGA OR 42m ROW

PROPOSED SIDEWALK  
PROPOSED CYCLE TRACK  
PROPOSED MUP  
APPROXIMATE GRADING LIMITS  
PROPOSED RETAINING WALL

**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-rhzbcmhg.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 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 **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 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 28<sup>th</sup>, 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 28<sup>th</sup>, 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 9<sup>th</sup>, 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 30<sup>th</sup>, 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 9<sup>th</sup>, 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,

**BLW HOLDINGS INC.**

Per: 

Mr. Bob Rabbito, President

c.c:

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

Respectfully,

**Linda Rabbito**  
 Office Administrator

**Trutone Electronics**

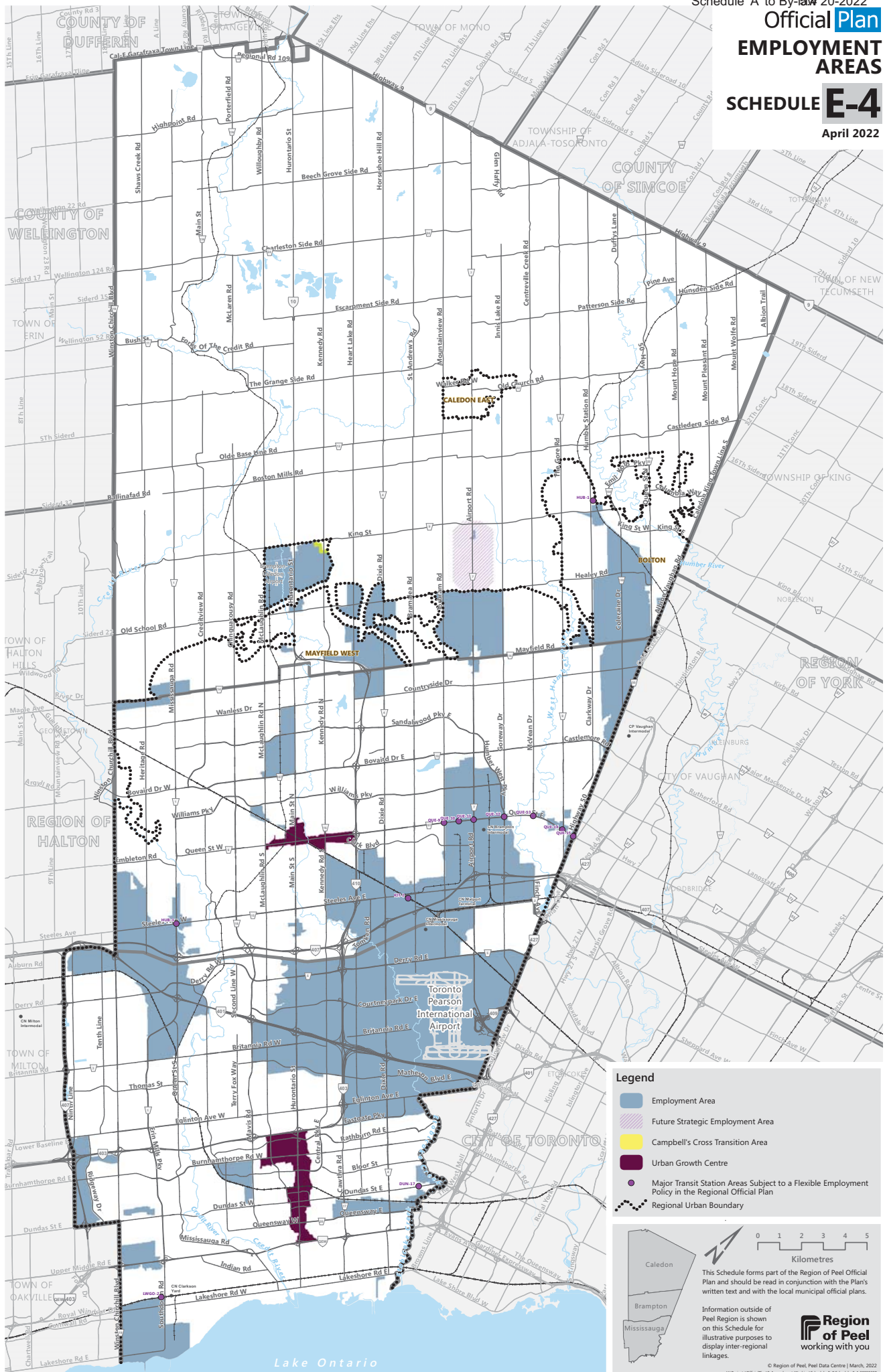
T: 905-270-3440

Cell:

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- 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**

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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

© Region of Peel, Peel Data Centre | March, 2022  
 V:\projects\OfficialPlan2\_Amendments\WorkingSchedule\_E-4Schedule\_E-4\_20220318



no	specimen / person	date
1	1st specimen of 1st person	2020-03-01
2	2nd specimen of 1st person	2020-03-02
3	3rd specimen of 1st person	2020-03-03
4	4th specimen of 1st person	2020-03-04
5	5th specimen of 1st person	2020-03-05
6	6th specimen of 1st person	2020-03-06
7	7th specimen of 1st person	2020-03-07
8	8th specimen of 1st person	2020-03-08
9	9th specimen of 1st person	2020-03-09
10	10th specimen of 1st person	2020-03-10
11	11th specimen of 1st person	2020-03-11
12	12th specimen of 1st person	2020-03-12
13	13th specimen of 1st person	2020-03-13
14	14th specimen of 1st person	2020-03-14
15	15th specimen of 1st person	2020-03-15
16	16th specimen of 1st person	2020-03-16
17	17th specimen of 1st person	2020-03-17
18	18th specimen of 1st person	2020-03-18
19	19th specimen of 1st person	2020-03-19
20	20th specimen of 1st person	2020-03-20
21	21st specimen of 1st person	2020-03-21
22	22nd specimen of 1st person	2020-03-22
23	23rd specimen of 1st person	2020-03-23
24	24th specimen of 1st person	2020-03-24
25	25th specimen of 1st person	2020-03-25
26	26th specimen of 1st person	2020-03-26
27	27th specimen of 1st person	2020-03-27
28	28th specimen of 1st person	2020-03-28
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30	30th specimen of 1st person	2020-03-30
31	31st specimen of 1st person	2020-03-31
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37	37th specimen of 1st person	2020-04-06
38	38th specimen of 1st person	2020-04-07
39	39th specimen of 1st person	2020-04-08
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41	41st specimen of 1st person	2020-04-10
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44	44th specimen of 1st person	2020-04-13
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47	47th specimen of 1st person	2020-04-16
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54	54th specimen of 1st person	2020-04-23
55	55th specimen of 1st person	2020-04-24
56	56th specimen of 1st person	2020-04-25
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66	66th specimen of 1st person	2020-05-05
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94	94th specimen of 1st person	2020-06-02
95	95th specimen of 1st person	2020-06-03
96	96th specimen of 1st person	2020-06-04
97	97th specimen of 1st person	2020-06-05



This drawing shall not be used for construction purposes until approved and sealed in the space below by the above mentioned Engineer.

Received Jan. 6, 2009; revised Feb. 17, 2009; accepted Feb. 18, 2009.

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**WZMH ARCHITECTS**  
 99 St. Clair Ave. W.  
 Suite 1300  
 Toronto, Ontario  
 Canada M6P 1G4  
 T 416-593-4111  
 F 416-593-3336

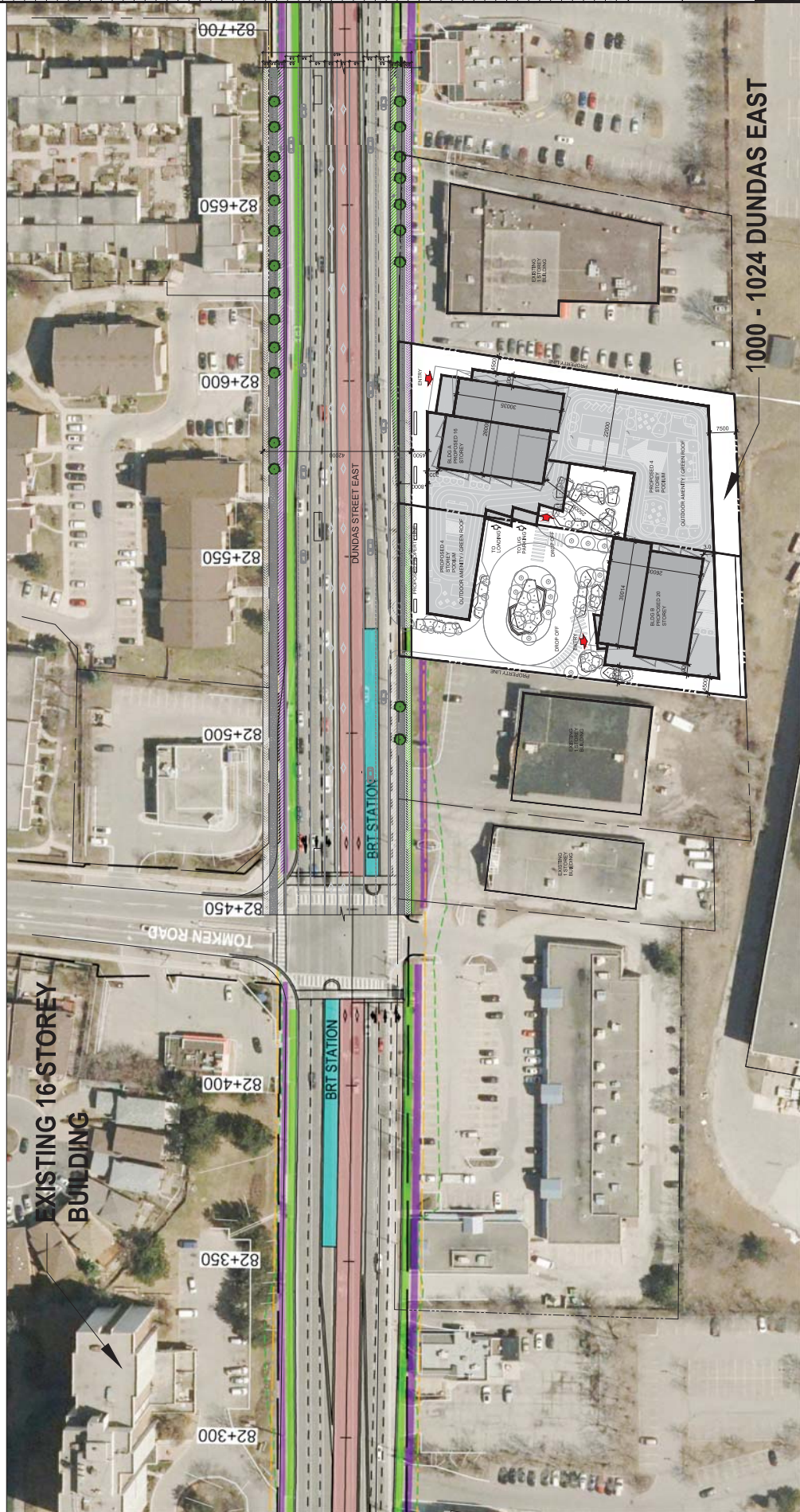
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Scale: 1:400

Project Number:	07395.000
Ordering Number:	A-102



## LEGEND

**LEGEND**

- PROPOSED BRT LANE
- PROPOSED BRT STATION
- EXISTING ROW
- MISSISSAUGA OP 42m ROW

PROPOSED SIDEWALK  
PROPOSED CYCLE TRACK  
PROPOSED MUP  
APPROXIMATE GRADING LIMITS  
PROPOSED RETAINING WALL

May 30, 2022

File No.: 589429-1

Sent Via Email: [Andrew.whittemore@mississauga.ca](mailto:Andrew.whittemore@mississauga.ca) and [Jason.bevan@mississauga.ca](mailto: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](mailto:megan.piercey@mississauga.ca))  
Li Chia, Bronte College ([lichia@brontecollege.ca](mailto:lichia@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 28<sup>th</sup>, 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 28<sup>th</sup>, 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 9<sup>th</sup>, 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 30<sup>th</sup>, 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 9<sup>th</sup>, 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?*

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*So in order for MTSA's to be protected MTSA's 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 MTSA's.** 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.*

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

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*Correct...*

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*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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*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?***

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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.
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- 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.**

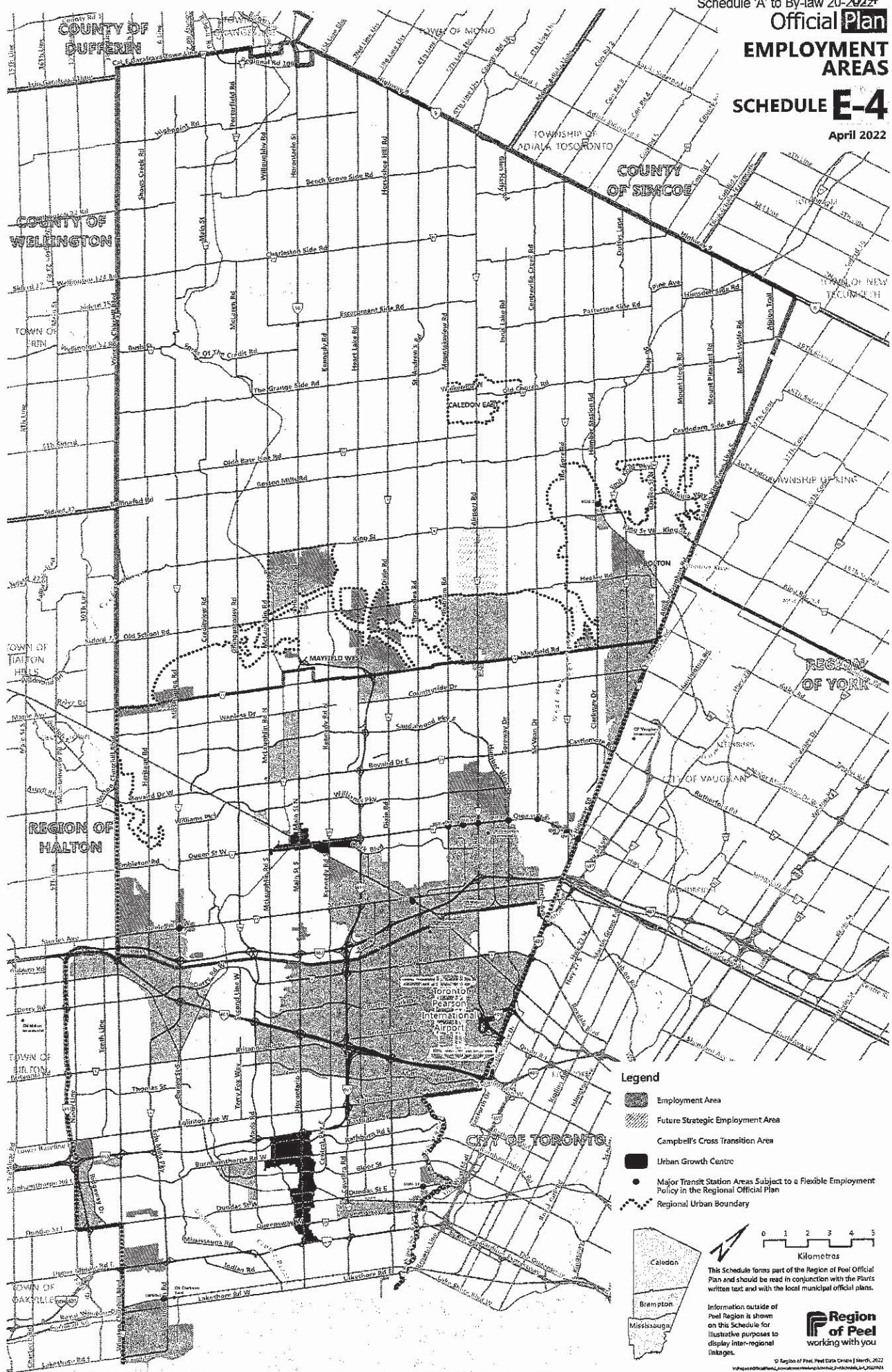
Per: 

Michael Eveleigh, CPA, CA

c.c:

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

**0 1 2 3 4 5**  
 Kilometres

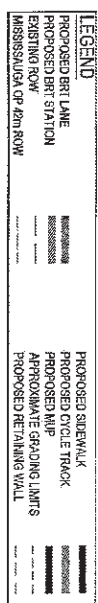
This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the local municipal official plans.

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

**Region of Peel**  
 working with you

© Region of Peel, Peel Data Centre | March, 2022  
 W:\Peel\OfficialPlan\20-2024\OfficialPlanScheduleE-4\20240401\20240401\_20240401\_20240401.pdf





**1000 - 1024 DUNDAS EAST**

EXISTING 16-STORY-  
BUILDING

**BRT STATION**

**BRISTATION**

DUNDAS STREET EAST

[illegible]





May 17, 2022

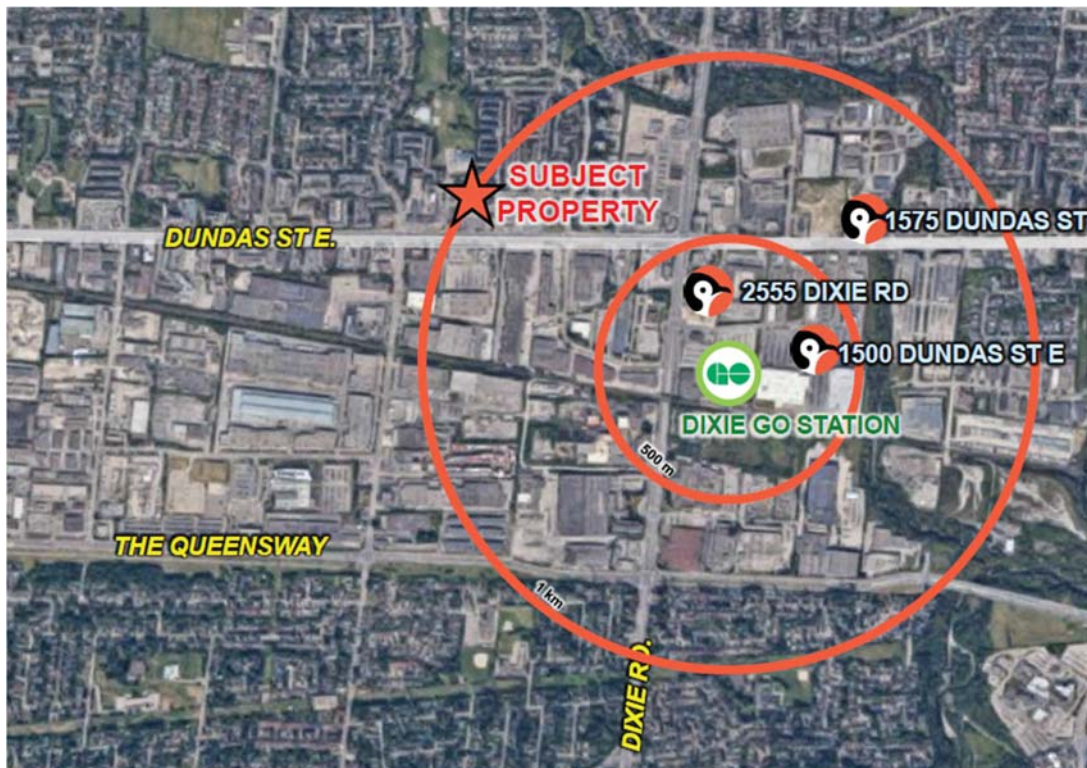
GSAI File: 1415-002

*(Via Email to: [angie.melo@mississauga.ca](mailto: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](http://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 18<sup>th</sup>.

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



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



KITCHENER  
WOODBRIDGE  
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, PCL  
           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:

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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 (SO<sub>2</sub>) 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,

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A handwritten signature in black ink, appearing to read "Debra Walker", followed by a period.

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 Councilors,  
 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 28<sup>th</sup>, 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 9<sup>th</sup>, 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:

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 (905) 270 - 4900 info@mmcc-canada.org

*Bashar Al-Hussaini, City Planner and Project Lead*

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Yours Sincerely,

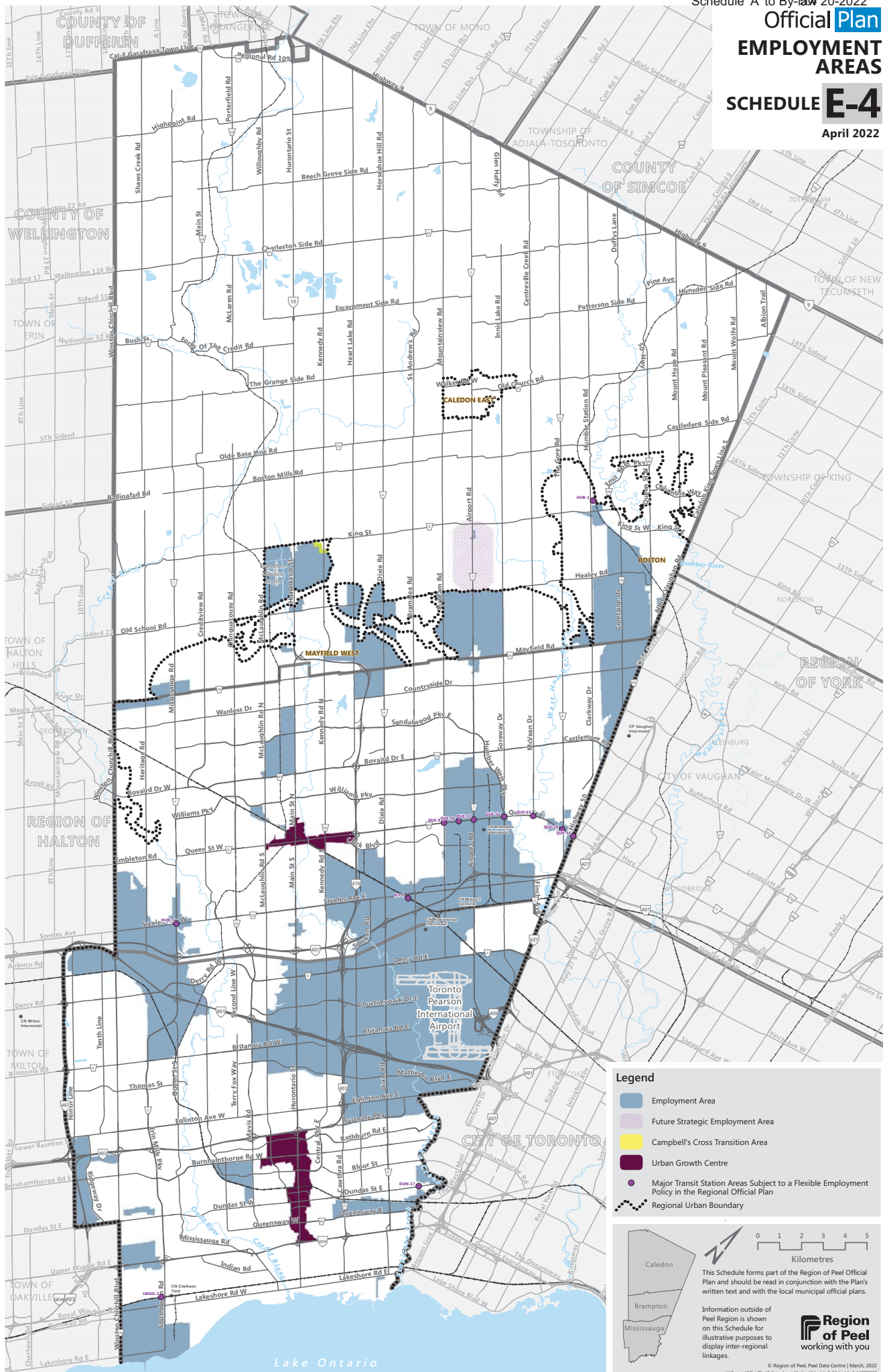
**MISSISSAUGA MUSLIM COMMUNITY CENTER**

Per: 

Mr. Kamran Rashid, President

c.c.:

1. Your Worship Mayor Bonnie Crombie - [mayor@mississauga.ca](mailto:mayor@mississauga.ca)
2. Ward 1 - Councillor Stephen Dasko - [stephen.dasko@mississauga.ca](mailto:stephen.dasko@mississauga.ca)
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5. Ward 4 – Councillor John Kovac - [john.kovac@mississauga.ca](mailto:john.kovac@mississauga.ca)
6. Ward 5 – Councillor Carolyn Parrish - [carolyn.parrish@mississauga.ca](mailto:carolyn.parrish@mississauga.ca)
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13. Commissioner Planning and Building – Andrew Whittemore – [andrew.whittemore@mississauga.ca](mailto:andrew.whittemore@mississauga.ca)
14. City Clerk and Director, Legislative Services – Diana Rusnov – [diana.rusnov@mississauga.ca](mailto:diana.rusnov@mississauga.ca)
15. Moe Ahmed, President and CEO, Ahmed Group – [m@ahmed.group](mailto:m@ahmed.group)
16. Timothy Harris, COO, Ahmed Group – [timothy@ahmed.group](mailto:timothy@ahmed.group)
17. Jose Garreton, Senior Project Manager, Ahmed Group – [jose@ahmed.group](mailto:jose@ahmed.group)
18. Peter Gross, Partner, Gowling WLG – [peter.gross@gowlingwlg.com](mailto:peter.gross@gowlingwlg.com)
19. Brian Parker, Senior Land Planner, Gowling WLG – [brian.parker@gowlingwlg.com](mailto:brian.parker@gowlingwlg.com)
20. John Lohmus, Senior Land Planner, Plan Logic Consulting – [johnlohmus@outlook.com](mailto: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

**Scale**

0 1 2 3 4 5  
Kilometres

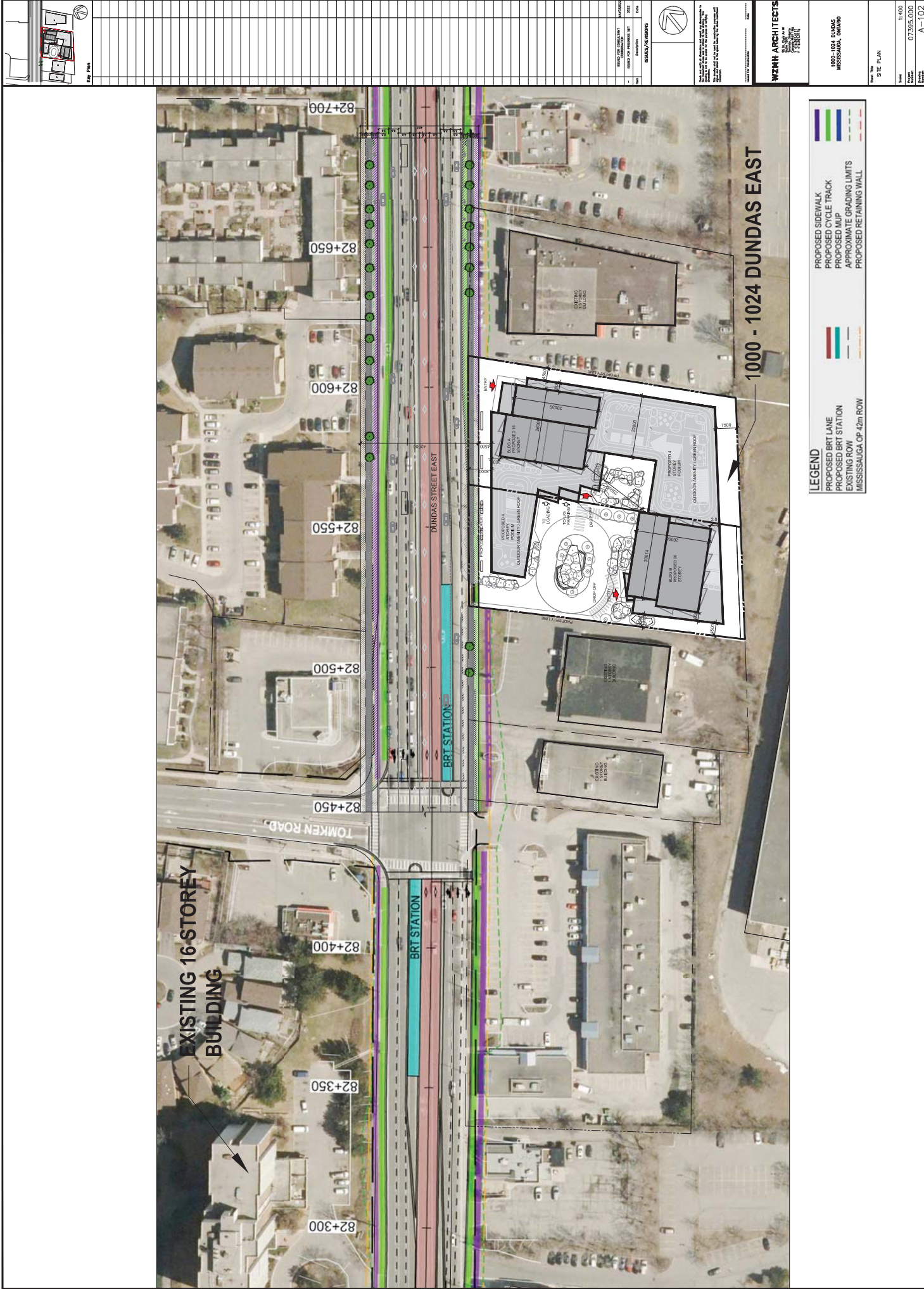
This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the local municipal official plans.

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

**Region of Peel**  
 working with you

© Region of Peel, Peel Data Centre | March, 2022  
 V:\Project\OfficialPlan2\_Amendments\WorkingSchedule\_E-4Schedule\_4-4-202022





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

1000 - 1024 DUNDAS EAST



Sheet	1000-1024 DUNDAS EAST
Scale	1:400
Project	07395.000
Client	A-102

WZMH ARCHITECTS  
2000 SHEPPARD AV. E.  
SUITE 100  
MISSISSAUGA, ONTARIO  
L4X 1L7  
TEL: (905) 276-1111  
WWW.WZMHARCHITECTS.COM

1000-1024 DUNDAS  
MISSISSAUGA, ONTARIO

Sheet Name  
SITE PLAN

Scale  
1:400

Project  
07395.000

Client  
A-102

May 25, 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 **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 28<sup>th</sup>, 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 28<sup>th</sup>, 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 9<sup>th</sup>, 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 30<sup>th</sup>, 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 9<sup>th</sup>, 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 MTSA's to be protected MTSA's 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 MTSA's.** 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,

**TAVORA HOLDING CO. LTD.**

Per: \_\_\_\_\_

Mr. Paulo Tavora, President

c.c:

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



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

- 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](mailto: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), MScPl

403.692.5231 | [jilunga@bapg.ca](mailto:jilunga@bapg.ca)

B&A Planning Group | 600, 215 – 9 Avenue SW | Calgary, AB T2P 1K3 | [www.bapg.ca](http://www.bapg.ca)

**Attachment 01 | Approximate Location of Pipeline Infrastructure**

**Attachment 02 | Enbridge Development Requirements**

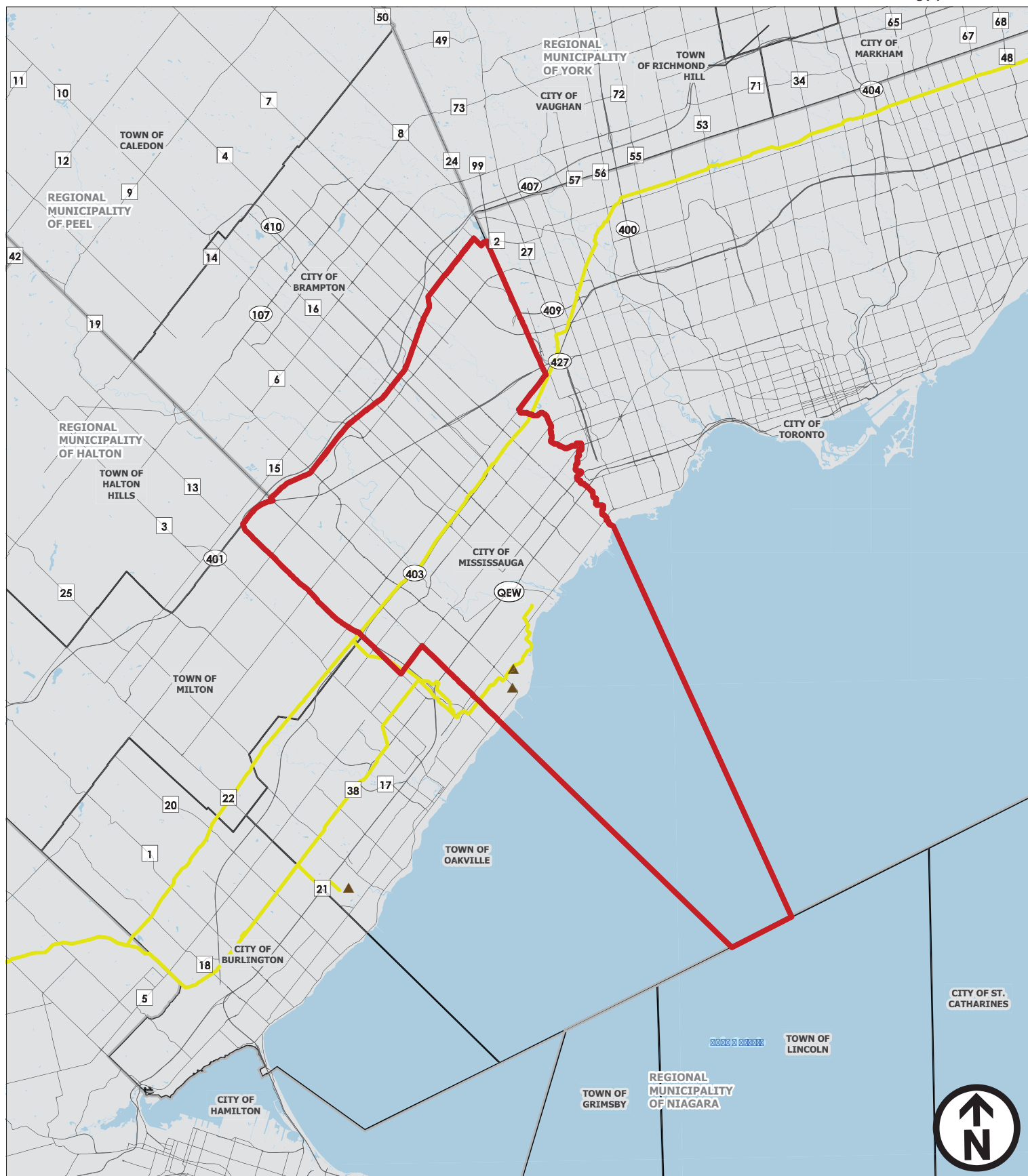
**Attachment 03 | Enbridge Pipeline Crossing Guidelines**



[Notifications@Enbridge.com](mailto:Notifications@Enbridge.com)

The b&amp;a logo, consisting of the letters 'b' and 'a' in white, lowercase, sans-serif font, separated by an ampersand, all contained within a red square.





COORDINATES: 79 4111, 43 5500  
 COORDINATE SYSTEM: NAD 1983 DATUM 17N  
 DATA SOURCE: ADD 14, 2022  
 MAP FILE: 0000000000000000

0 1 2 3 4 1:000,000



LEGEND

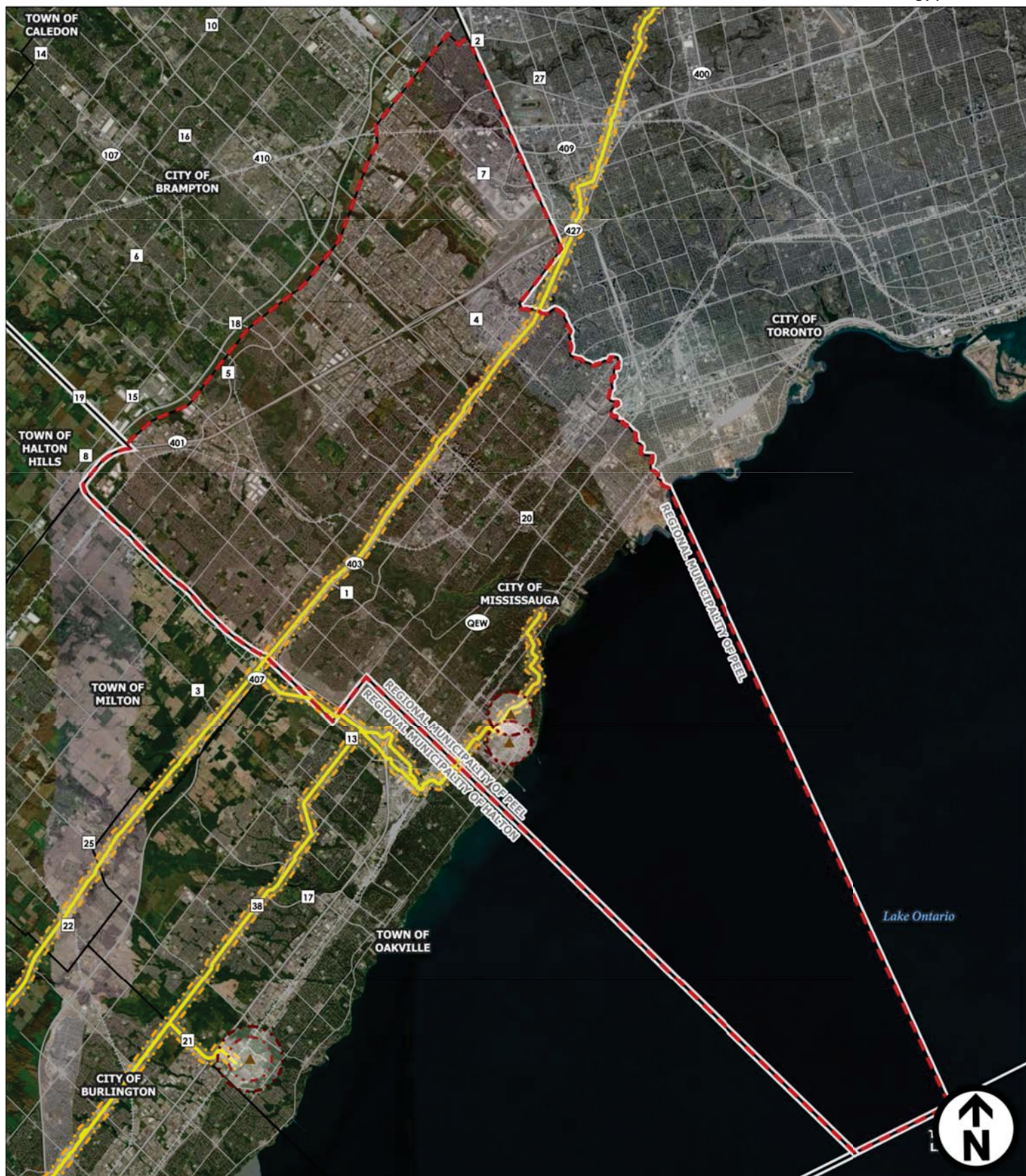
- PROPOSED ROUTE
- ▲ EXISTING FUTURE ROUTE
- EXISTING PROPOSED ROUTE
- MAJOR ROAD
- MUNICIPALITY - ROAD
- MUNICIPALITY - CITY
- WATER BODY

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 R00000000: 0000010-00100

AD 2022





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

0 1,000 2,000 3,000 4,000  
 metres

1:190,000



#### Legend

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

#### Local Context

##### Municipal Plan

City of Mississauga

Referral ID: **R220414-0010N**

April 2022





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

0 400 800 1,200 1,600 metres 1:40,000



#### Legend

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

#### 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

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**Application Guidance Details**

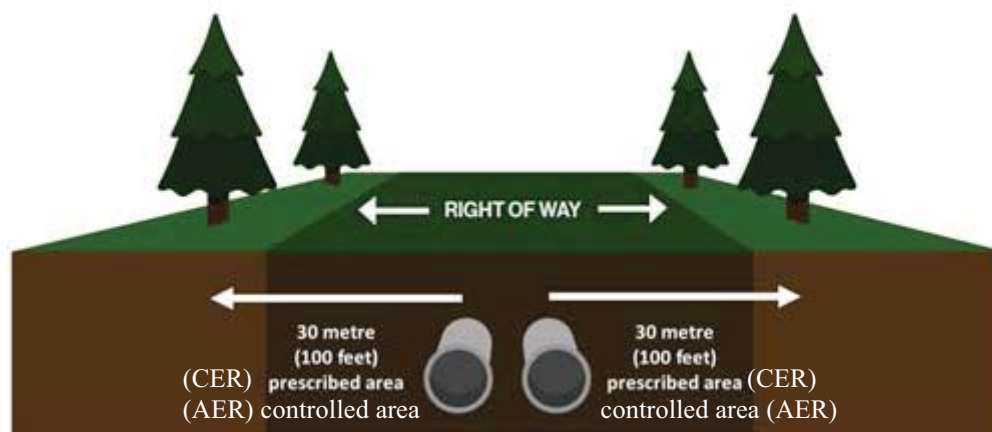
May 2020 v2.0

## 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 – 10<sup>th</sup> Ave SW**  
**Calgary AB T2R 0A8**  
**Phone: 1-877-288-8803**  
**Online: [www.cer-rec.gc.ca](http://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/pp/ctnflng/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
<b>LIQUIDS PIPELINES - WESTERN CANADA</b> (Alberta, Saskatchewan, Manitoba and Norman Wells)	Lands & ROW 330, 10180 – 101 Street Edmonton AB T5J 3S4  Email: <a href="mailto:crossingrequests@enbridge.com">crossingrequests@enbridge.com</a> Phone: 780-378-2228
<b>LIQUIDS PIPELINES - EASTERN CANADA</b> (Ontario and Quebec)	Lands & ROW 1 <sup>st</sup> Floor, 1086 Modeland Road, Bldg 1050 Sarnia ON N7S 6L2  Email: <a href="mailto:est.reg.crossing@enbridge.com">est.reg.crossing@enbridge.com</a> Phone: 1-800-668-2951
<b>GAS PIPELINES / STORAGE - BRITISH COLUMBIA</b>	Lands & ROW 200, 425 – 1 Street SW Calgary AB T2P 3L8  Email: <a href="mailto:crossings@enbridge.com">crossings@enbridge.com</a> Phone: 587-747-6538

<b>GAS STORAGE - ONTARIO</b>	3501 Tecumseh Road Mooretown ON N0N 1M0  Email: <a href="mailto:chris.pincombe@enbridge.com">chris.pincombe@enbridge.com</a> Phone: 519-862-6092
<b>GAS PIPELINE - ALLIANCE</b>	Lands & ROW 600, 605 – 5 Ave SW Calgary AB T2P 3H5  Email: <a href="mailto:crossings@alliancepipeline.com">crossings@alliancepipeline.com</a> 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](http://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	
<b>British Columbia</b> <a href="https://www.bconecall.bc.ca/">https://www.bconecall.bc.ca/</a> 1-800-474-6886	<b>Alberta</b> <a href="http://albertaonecall.com">http://albertaonecall.com</a> 1-800-242-3447
<b>Saskatchewan</b> <a href="http://www.sask1stcall.com">www.sask1stcall.com</a> 1-866-828-4888	<b>Manitoba</b> <a href="http://www.clickbeforeyoudigmb.com/">http://www.clickbeforeyoudigmb.com/</a> 1-800-940-3447
<b>Ontario</b> <a href="http://www.on1call.com">www.on1call.com</a> 1-800-400-2255	<b>Quebec</b> <a href="http://www.info-ex.com">www.info-ex.com</a> 1-800-663-9228
<b>Northwest Territories</b> 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](http://www.cer-rec.gc.ca)

**Alberta Energy Regulator:** [www.aer.ca](http://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:**

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



## 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:	

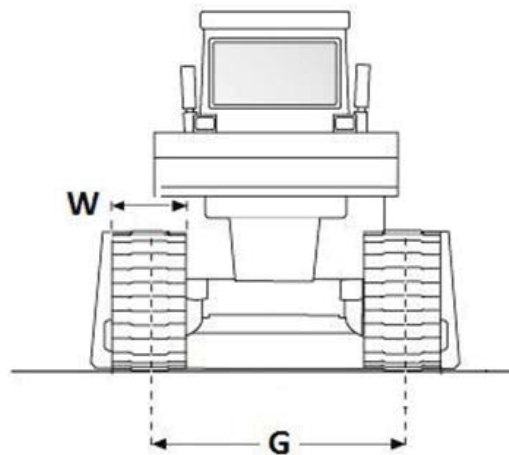
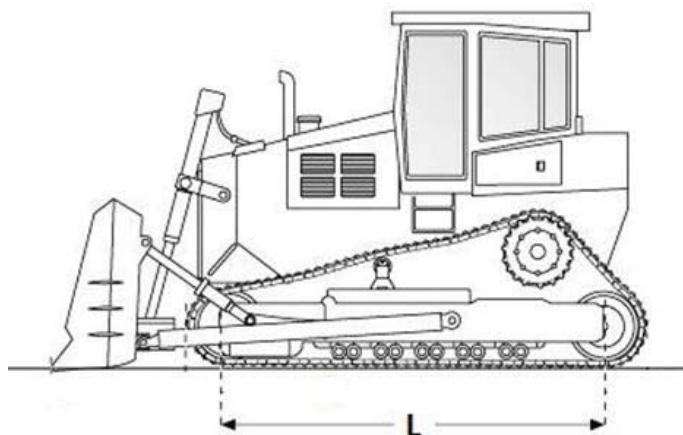
## Data Sheet – Equipment with Tracks

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 <b>W</b> below)	Track Length on Ground (refer to <b>L</b> below)	Track Gauge (on center) (refer to <b>G</b> below)
Units	Select Unit	Select Unit	Select Unit
Track			



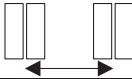
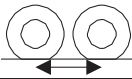
## Data Sheet – Equipment or Vehicle with Tires

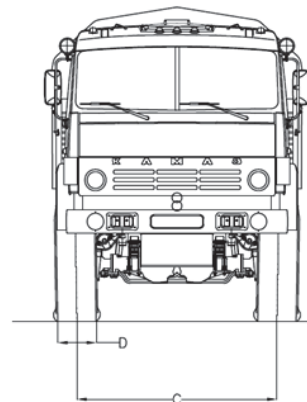
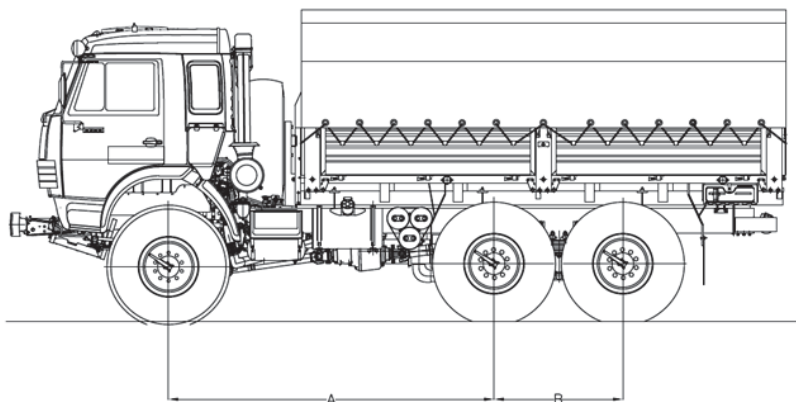
Complete this data sheet for **EACH** piece of equipment or vehicle with tires.

**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
Steering						
2 <sup>nd</sup>						
3 <sup>rd</sup>						
4 <sup>th</sup>						
5 <sup>th</sup>						
6 <sup>th</sup>						
7 <sup>th</sup>						



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.



TYPICAL MAINLINE RAILWAY CROSSING

N.T.S.

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



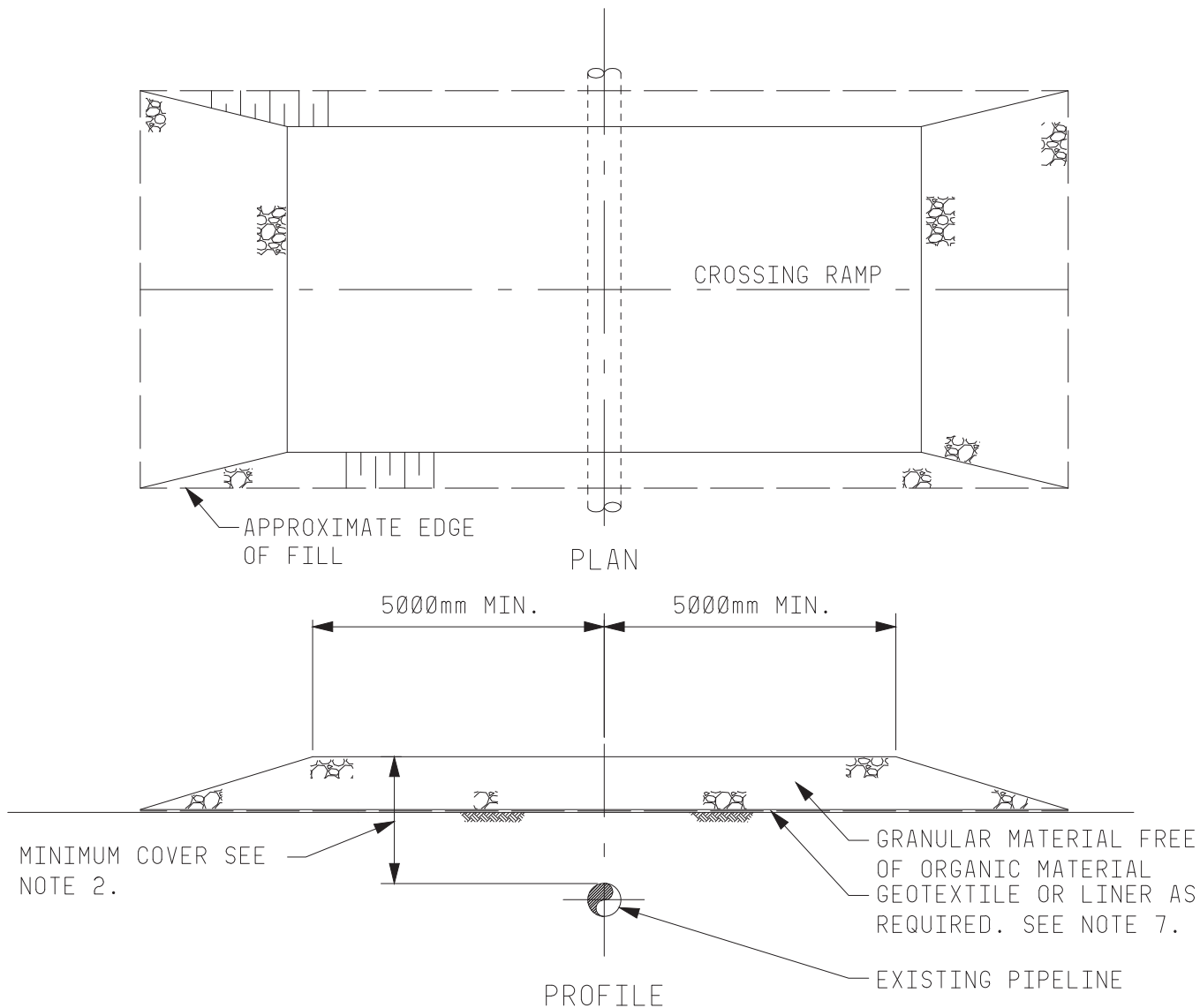
N.T.S. (STEEL PIPELINES)

[illegible]

TYPICAL CROSSING DETAILS  
FOR THIRD PARTY APPLICANTS  
CROSSING ENBRIDGE PIPELINES  
CANADA

BY: ME	CHK: EH	ENG.: HCFRST	ENB APPR: GAW/ALDER
DATE: 30AUG 88		SCALE NTS	STATUS: AS BUILT
DWG NO:			REV: NO
B-1.02-5052-0			3

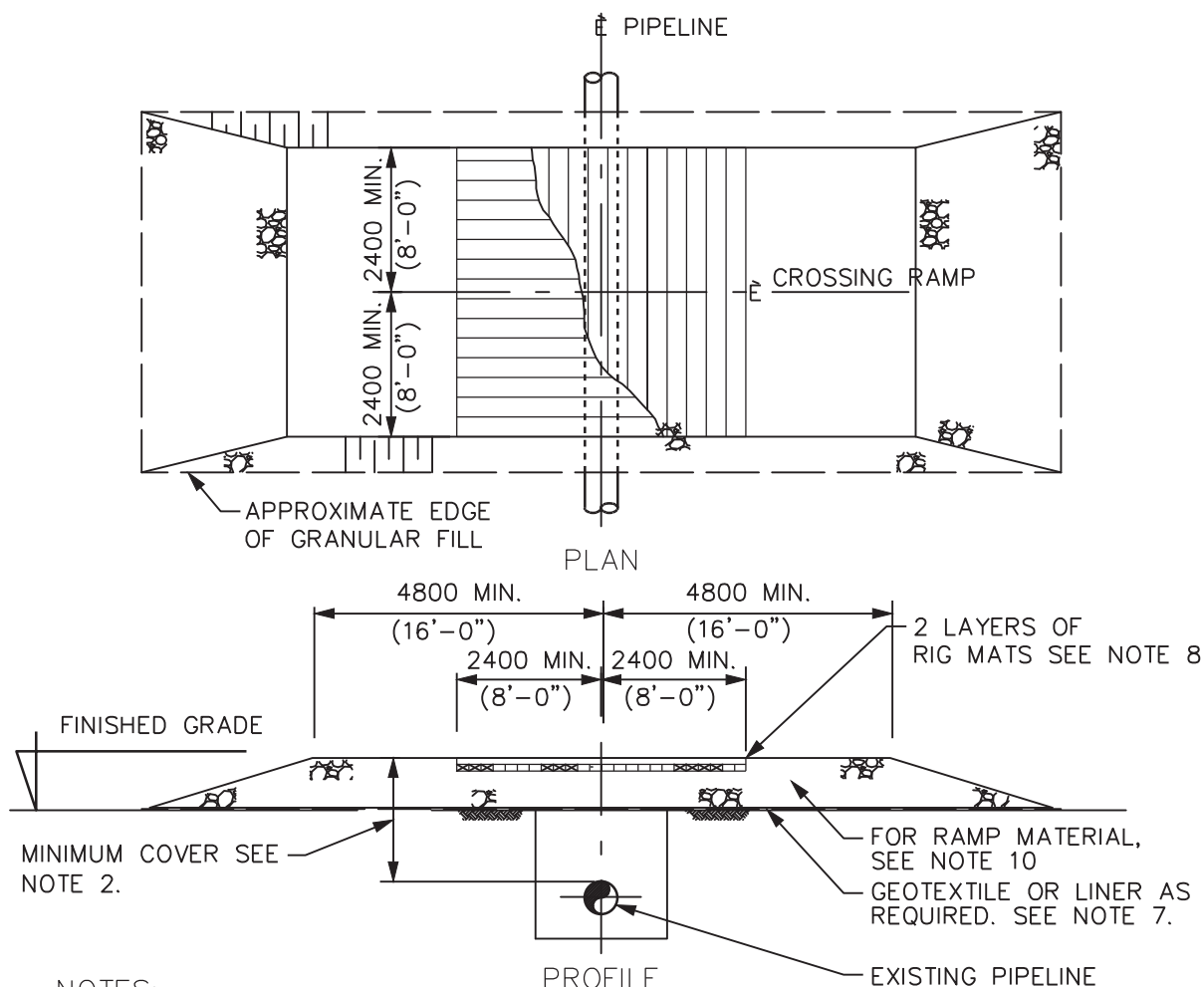




## NOTES:

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.					
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



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 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			
REFERENCE DRAWINGS							
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.		
COPYRIGHT IS THE PROPERTY OF ENBRIDGE AND SHALL NOT BE REPRODUCED EITHER IN WHOLE OR IN PART WITHOUT PRIOR WRITTEN CONSENT OF ENBRIDGE.							
<b>ENBRIDGE</b>							
TYPICAL DESIGN DETAIL TYPICAL TEMPORARY CROSSING RAMP WITH RIG MATS							
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](mailto: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](mailto: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






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**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)

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**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 Juknevičius, 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: <a href="https://pub-mississauga.escibemeetings.com/Meeting.aspx?Id=44e134f0-1086-405f-b147-dcdc52993249&amp;Agenda=Agenda&amp;lang=English&amp;Item=14&amp;Tab=attachments">https://pub-mississauga.escibemeetings.com/Meeting.aspx?Id=44e134f0-1086-405f-b147-dcdc52993249&amp;Agenda=Agenda&amp;lang=English&amp;Item=14&amp;Tab=attachments</a>	(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
		family residential building, without the need for an Official Plan Amendment.	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: <a href="https://pub-mississauga.escrimemeetings.com/Meeting.aspx?id=44e134f0-1086-405f-b147-dcdc52993249&amp;Agenda=Agenda&amp;lang=English&amp;Item=14&amp;Tab=attachments">https://pub-mississauga.escrimemeetings.com/Meeting.aspx?id=44e134f0-1086-405f-b147-dcdc52993249&amp;Agenda=Agenda&amp;lang=English&amp;Item=14&amp;Tab=attachments</a> .	
		(3) City Staff’s decision of using maximum heights to “guide density” is contradictory to both Provincial and Regional land use policy	<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>	(3) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
			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.	
		(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>(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>	(4) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
			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.	
		(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>(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>	(5) No action required
		(6) It is important to note existing policy in Section	(6) Mississauga Official Plan policy 9.2.1.8 states that “The preferred location of tall	(6) That policy 9.2.1.8 be deleted

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		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>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's 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>	
		(7) Ask that City Staff be directed to meaningfully engage in discussions with Ahmed Group and expedite the review of their project.	(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.	(7) No action required

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: <a href="https://pub-mississauga.escribemeetings.com/Meeting">https://pub-mississauga.escribemeetings.com/Meeting</a>	(1) No action required



Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
			<a href="#">.aspx?id=44e134f0-1086-405f-b147-dcdc52993249&amp;Agenda=Agenda&amp;lang=English&amp;Item=13&amp;Tab=attachments</a>	
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
		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.		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.
6	MHBC on behalf of the Southdown Industrial Landowners Group, letter dated May 25, 2022.	(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	(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.	(1) No action required

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
		(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."	(3) See corresponding Staff comments to Comment 11, Issue 2.	(3) No action required
		(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	(4) See corresponding Staff comments to Comment 11, Issue 2.	(4) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		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.”		
14	Toronto and Region Conservation Authority (TRCA), letter dated April 29, 2022.	(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.	(1) Policies that preclude intensification and development on natural hazards area are contained in Mississauga Official Plan under Section 6.3 Green System.  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.	(1) No action required
		(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	(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.	(2) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		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.		
15	Region of Peel, verbal discussions on July 20 <sup>th</sup> , 2022	(1) Request the City's MTSA policies include wording requiring development to be subject to the availability of servicing.	(1) Staff notes that this wording is necessary to ensure that appropriate servicing is available as development occurs.	<p>(1) New policy added:</p> <p>5.7.9 Development Servicing</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</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:

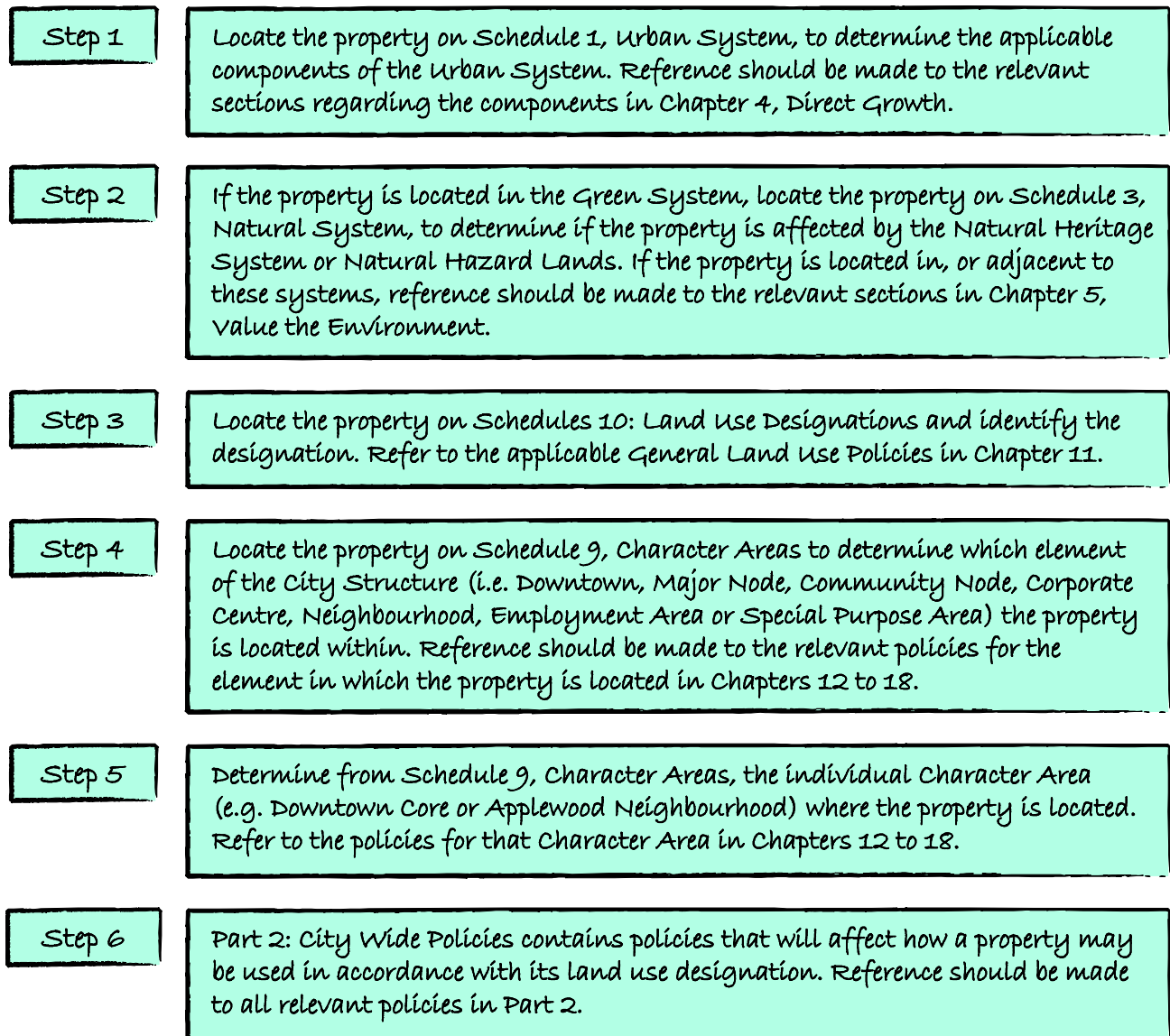


Figure 1-3: Steps to determine the designations and use of property.

# 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

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



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

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.**

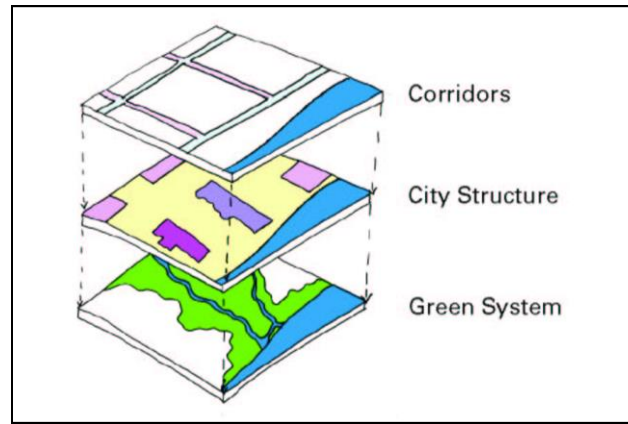


Figure 5-2: Three interrelated layers - Green System, City Structure and Corridors - form the Urban System.

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;

- 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;

### City Structure | Urban Hierarchy

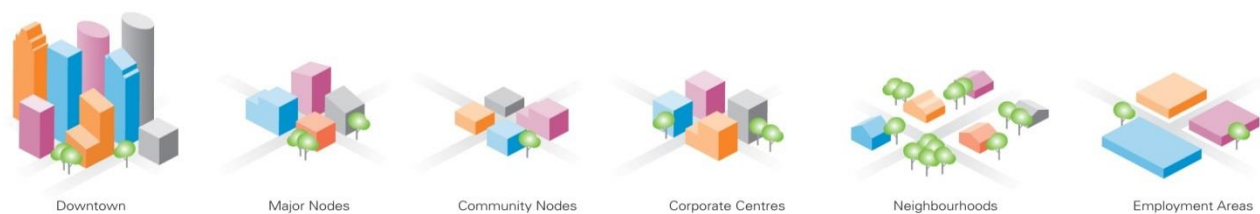


Figure 5-4: To establish a framework for planning policies, the City Structure organizes Mississauga into functional areas. The City Structure is the basis of the urban hierarchy, which provides guidance regarding density, height, uses and appropriate growth.



- 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

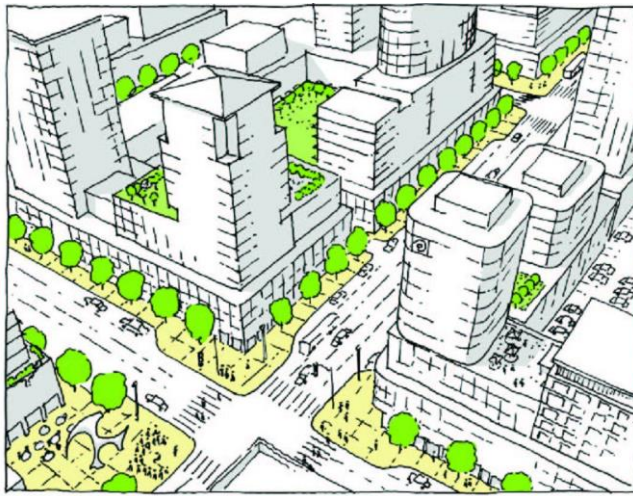


Figure 5-6: The Downtown will be the focus for the city as a whole with the highest density, tallest buildings and greatest mix of uses. The Downtown will be the centre of civic, cultural and entertainment facilities for the city.

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.

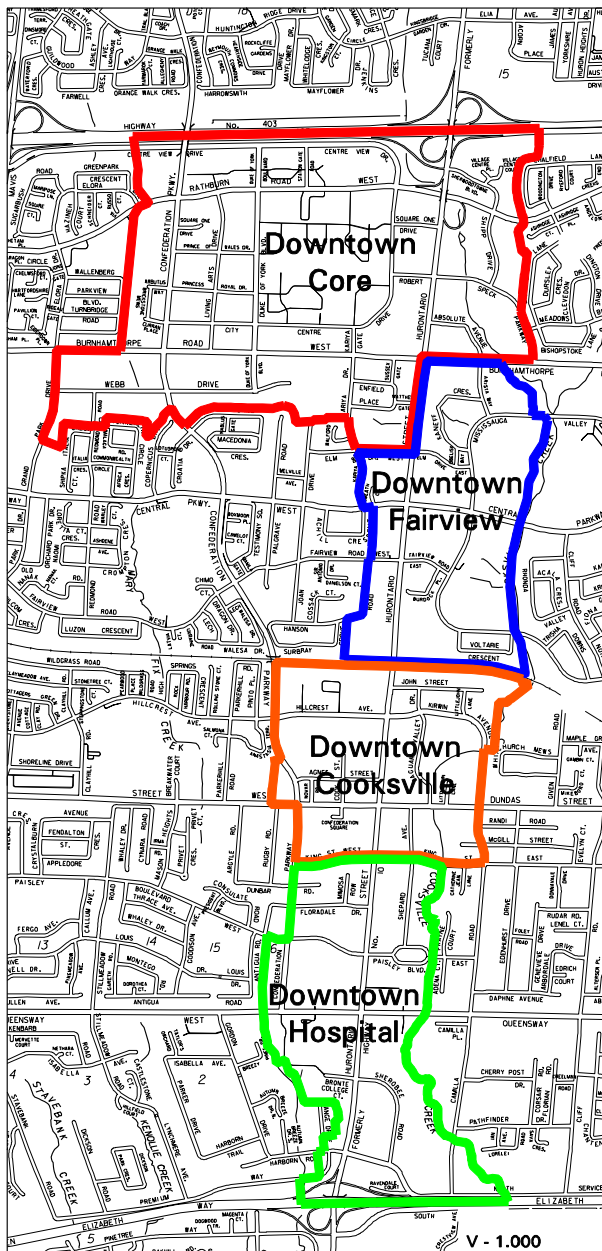


Figure 5-7: The Downtown is made up of four Character Areas: Downtown Core, Downtown Fairview, Downtown Cooksville and Downtown Hospital.

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

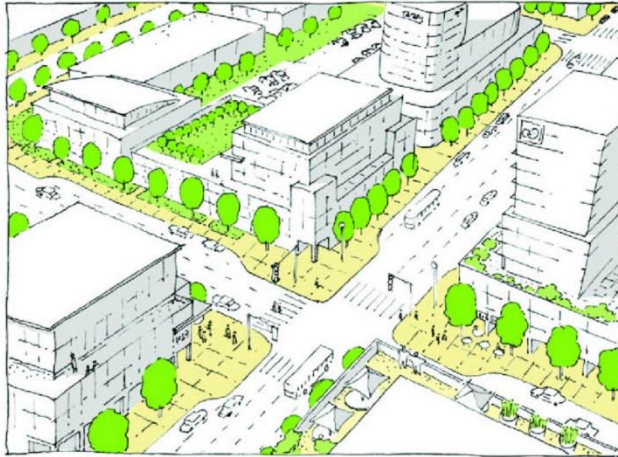


Figure 5-10: Corporate Centres will be the focus for major office uses with an emphasis on high quality architecture and urban design.

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

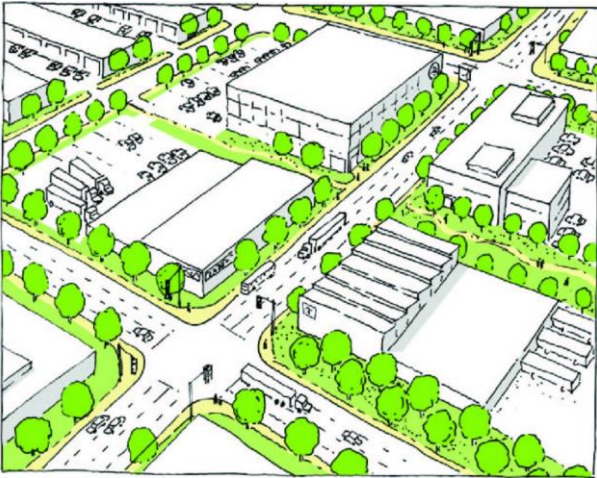


Figure 5-12: Employment Areas are characterized by businesses that are land extensive and/or have low employment densities.

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.

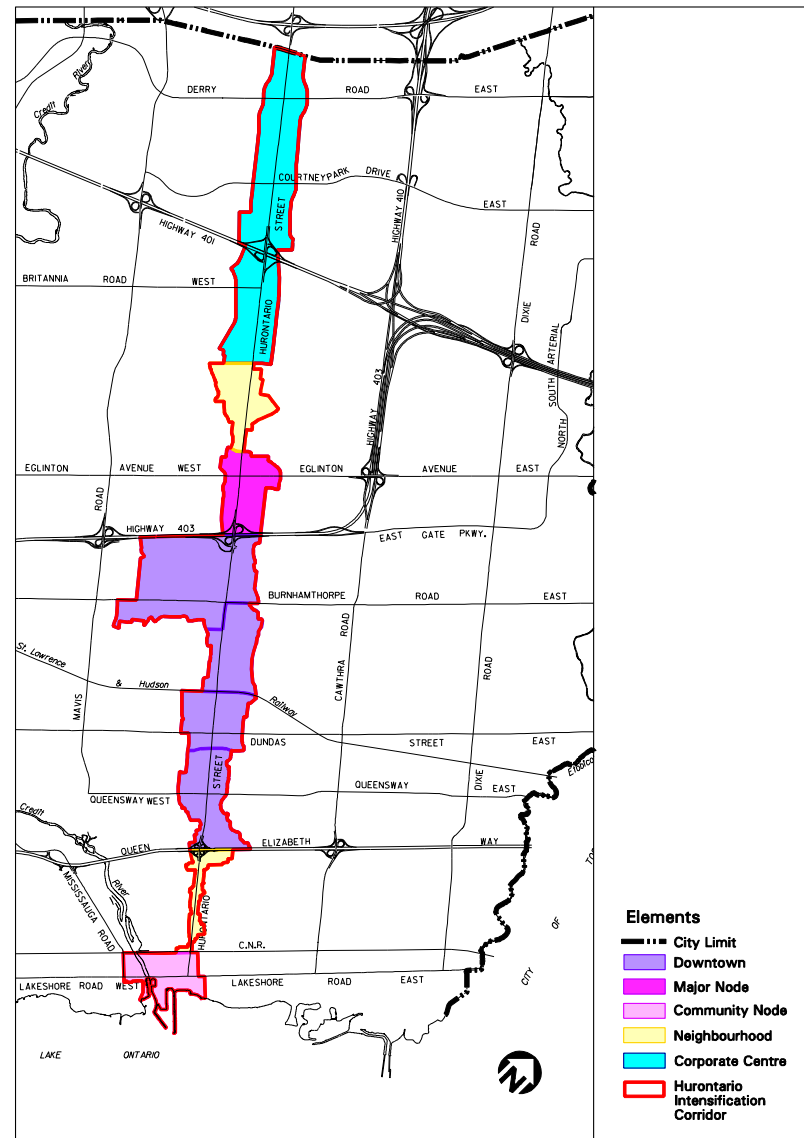
## 5.4 Corridors

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.

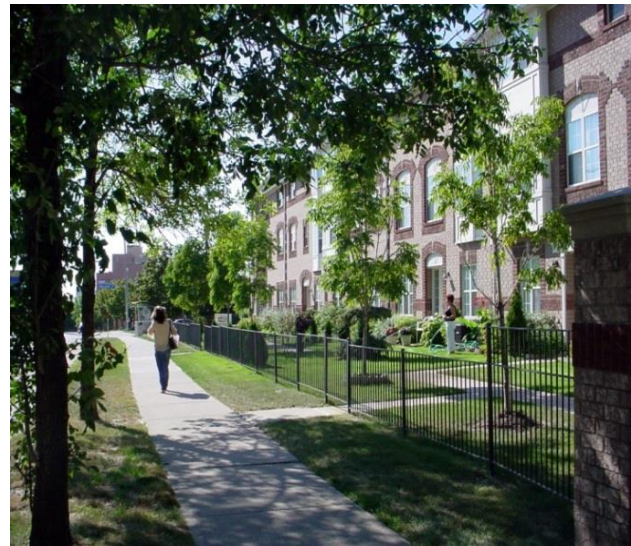


Figure 5-16: There are many forms of intensification. Sometimes intensification can occur in the form of high rise buildings, most commonly found in the Downtown, however, in other areas of the city, the most appropriate form of intensification may occur in lower density forms, to be consistent with 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.~~

5.5.4<sup>3</sup> Intensification Areas will be planned to reflect their role in the City Structure hierarchy.

5.5.5<sup>4</sup> 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.~~

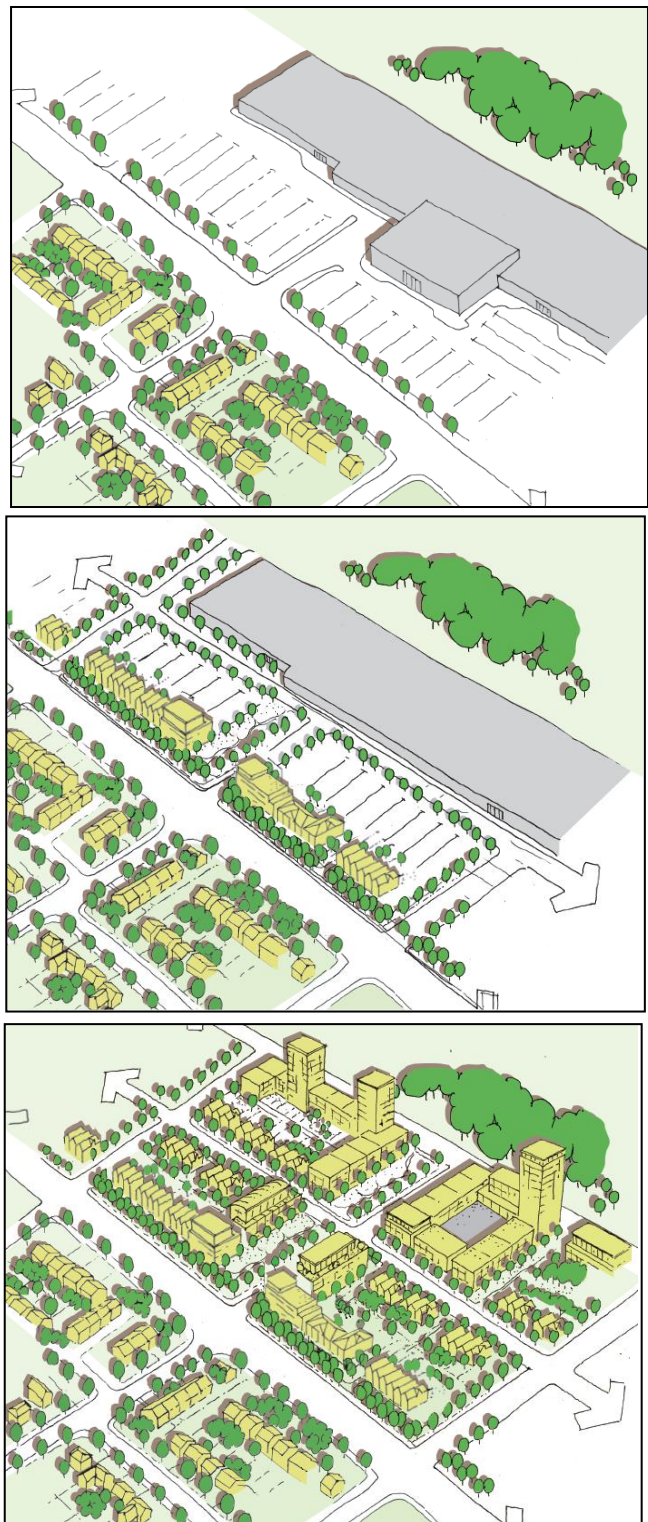


Figure 5-18: Underutilized sites with surface parking areas and single storey buildings have considerable development capacity. As these sites redevelop, the opportunity exists to create a finer grained road network and introduce sustainable design elements, as well as a broader mix of uses. The intensification of these sites may be a gradual process that takes place over a number of years.

5.5.44<sup>12</sup> Pedestrian movement and access from major transit routes will be a priority in Intensification Areas.

5.5.45<sup>13</sup> 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.~~

5.5.47<sup>14</sup> 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** 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, **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.

#### 5.7.9.10 Planned Major Transit Station Areas

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

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

5.7.9.10.2 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.

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.

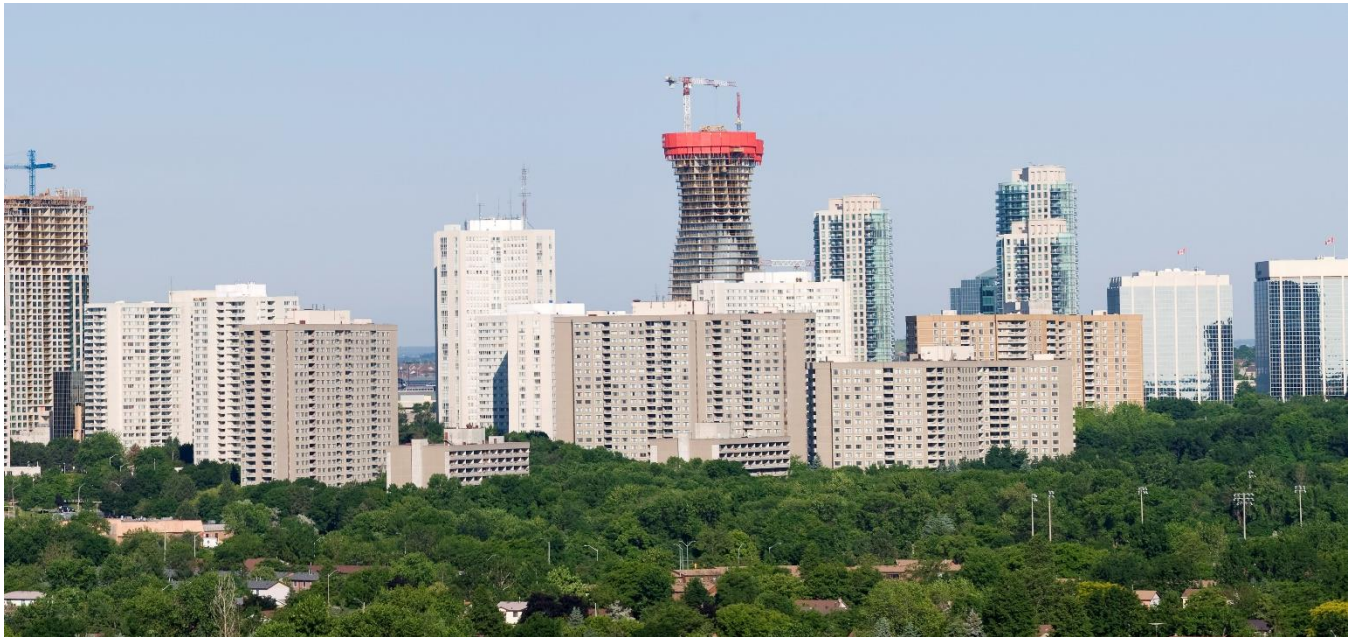






Figure 9-7: A compact, urban built form with a mix of uses will be incorporated in Cooksville and other Intensification Areas.

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.

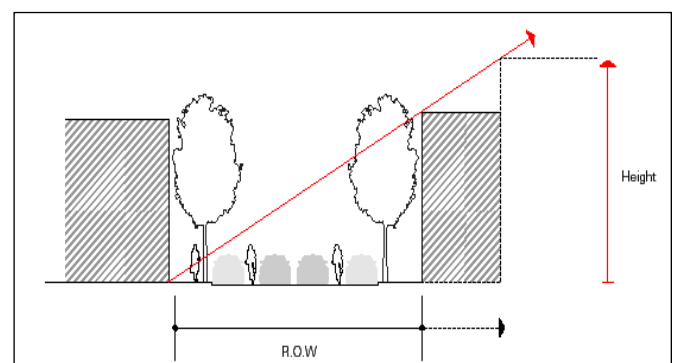


Figure 9-8: On wider streets, taller buildings may be required to provide appropriate street enclosure.

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



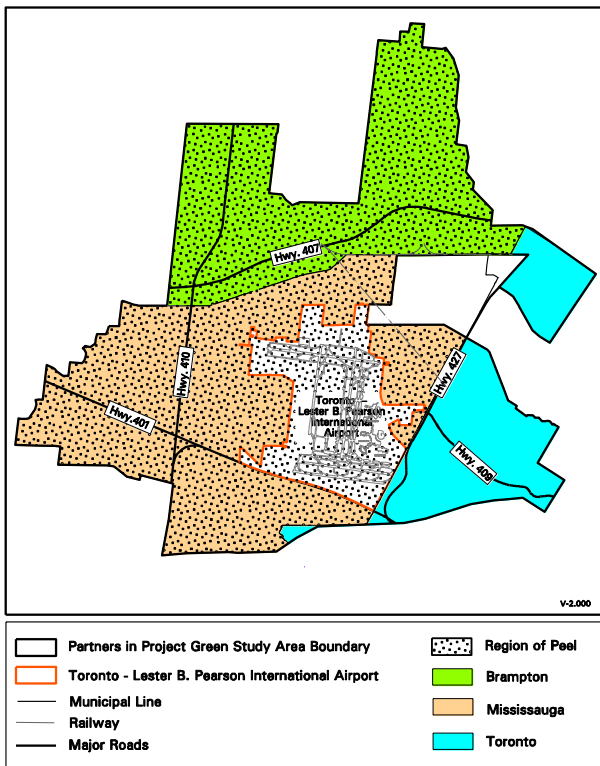


Figure 10-3: Partners in Project Green is a growing community of businesses working together to green their bottom line by creating an internationally recognized 'eco-business zone' around the Airport. Through new forms of business-to-business collaboration, Partners in Project Green delivers programming 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.

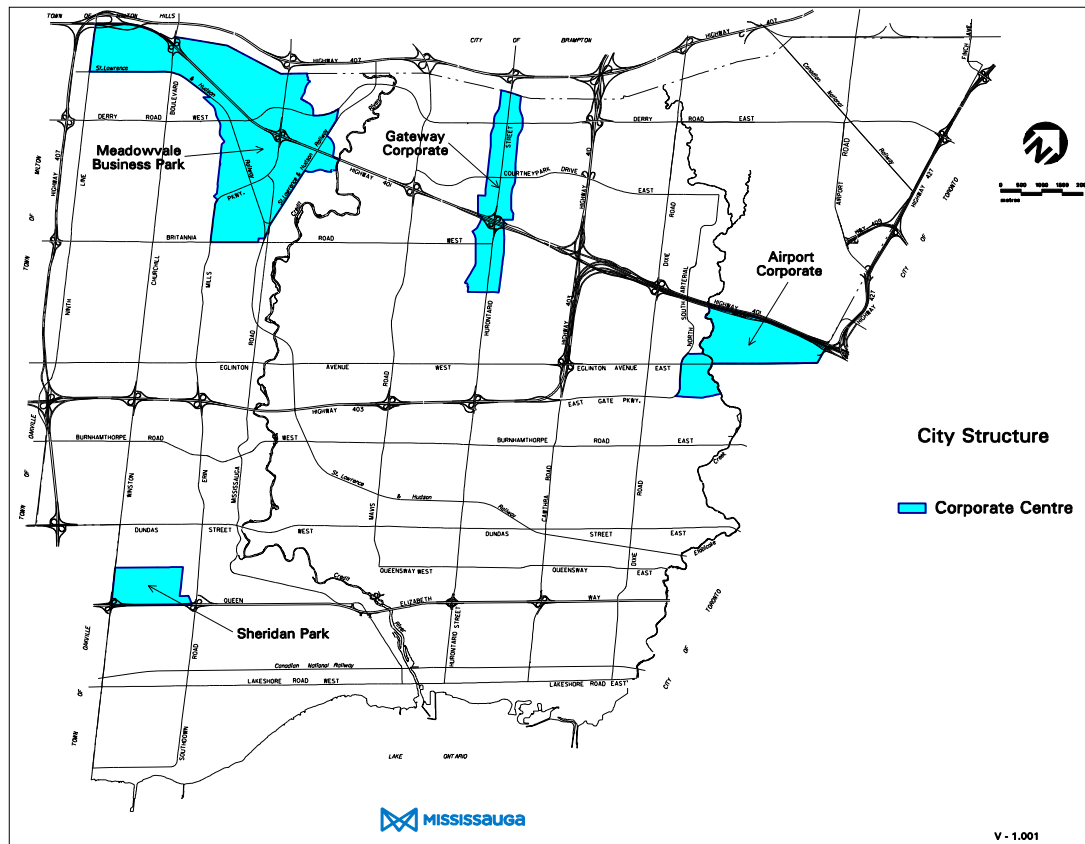
10.7.8 Mississauga supports policies that promote water conservation measures and **stormwater best management practices** to ensure energy conservation.

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**.

- financial institution;
- motor vehicle rental;
- personal service establishment;
- restaurant; and
- 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:

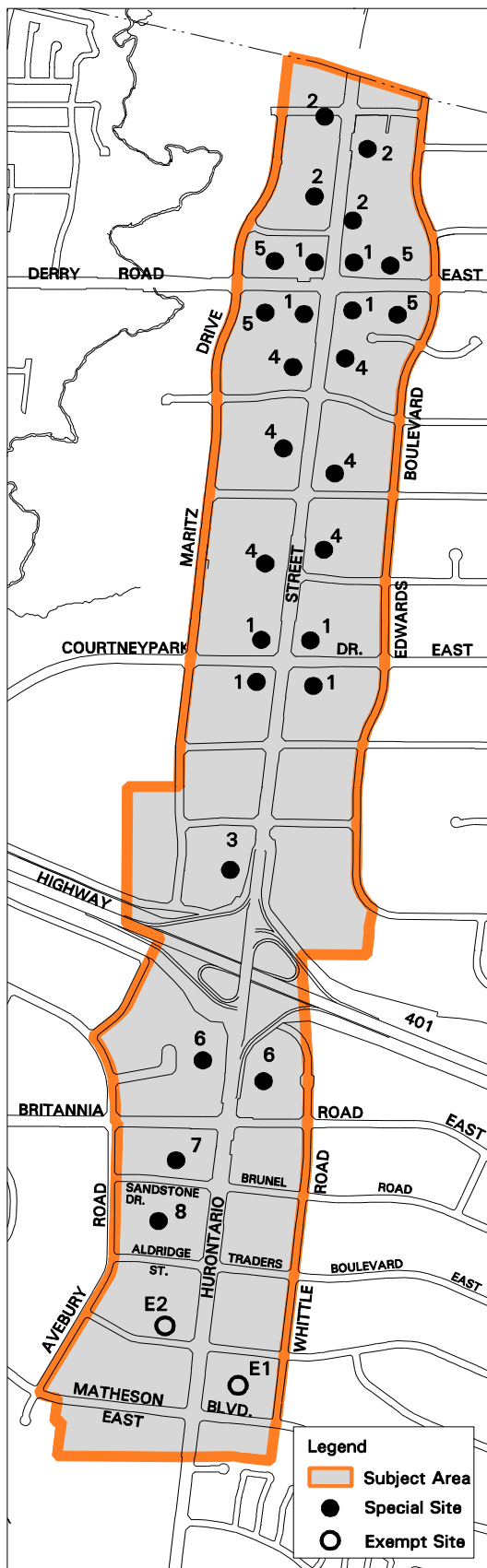
- a. adult entertainment establishment;
- b. animal boarding establishment;
- c. body rub establishment;
- d. cardlock fuel dispensing;
- e. composting facilities;
- f. motor vehicle body repair facility;
- g. Motor Vehicle Commercial;
- h. outdoor storage and display areas related to a permitted manufacturing 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:

- a. 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;
- b. 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;
- c. 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;
- d. 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;
- e. 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

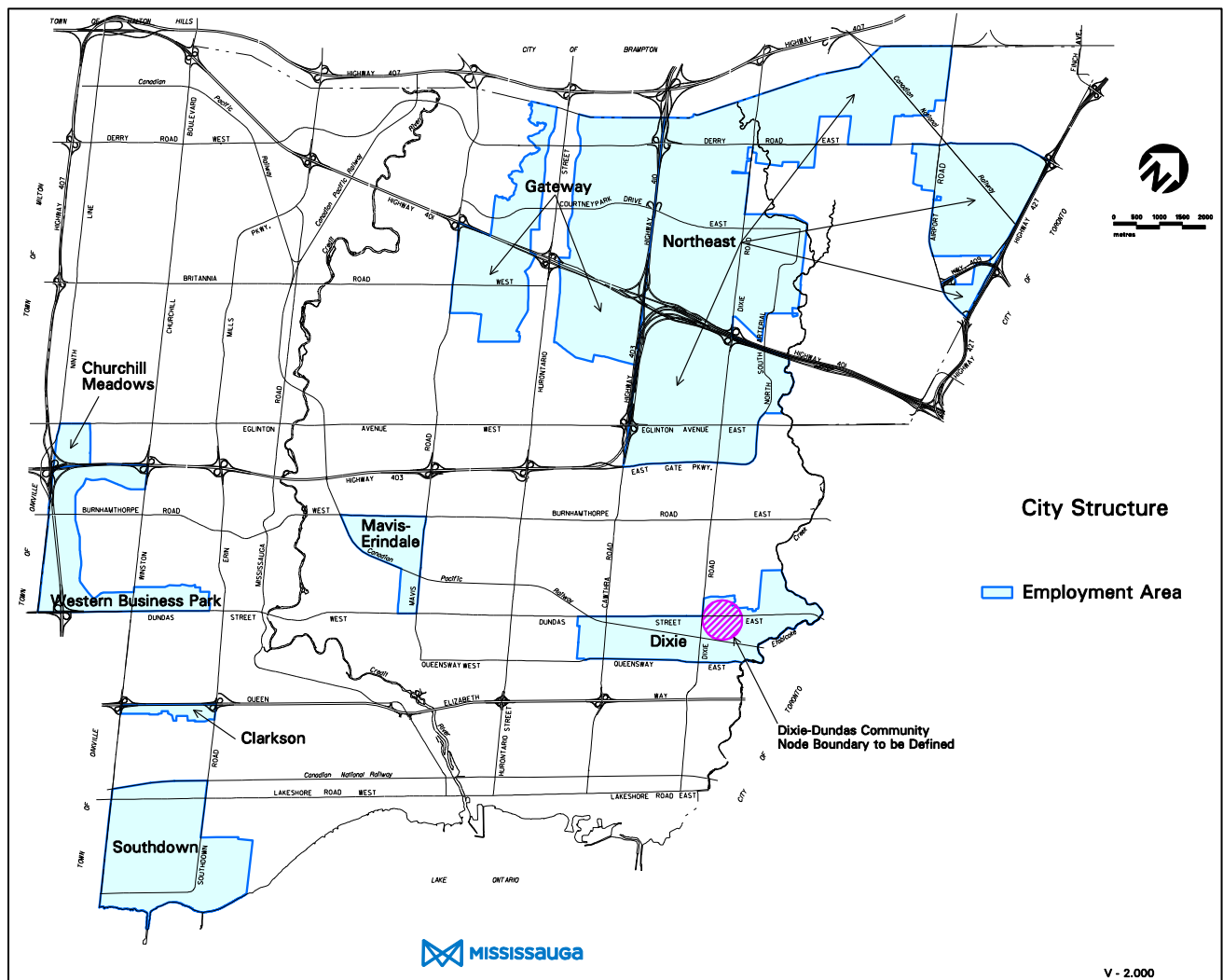
There are eight Employment Area Character Areas in Mississauga:

- 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.~~

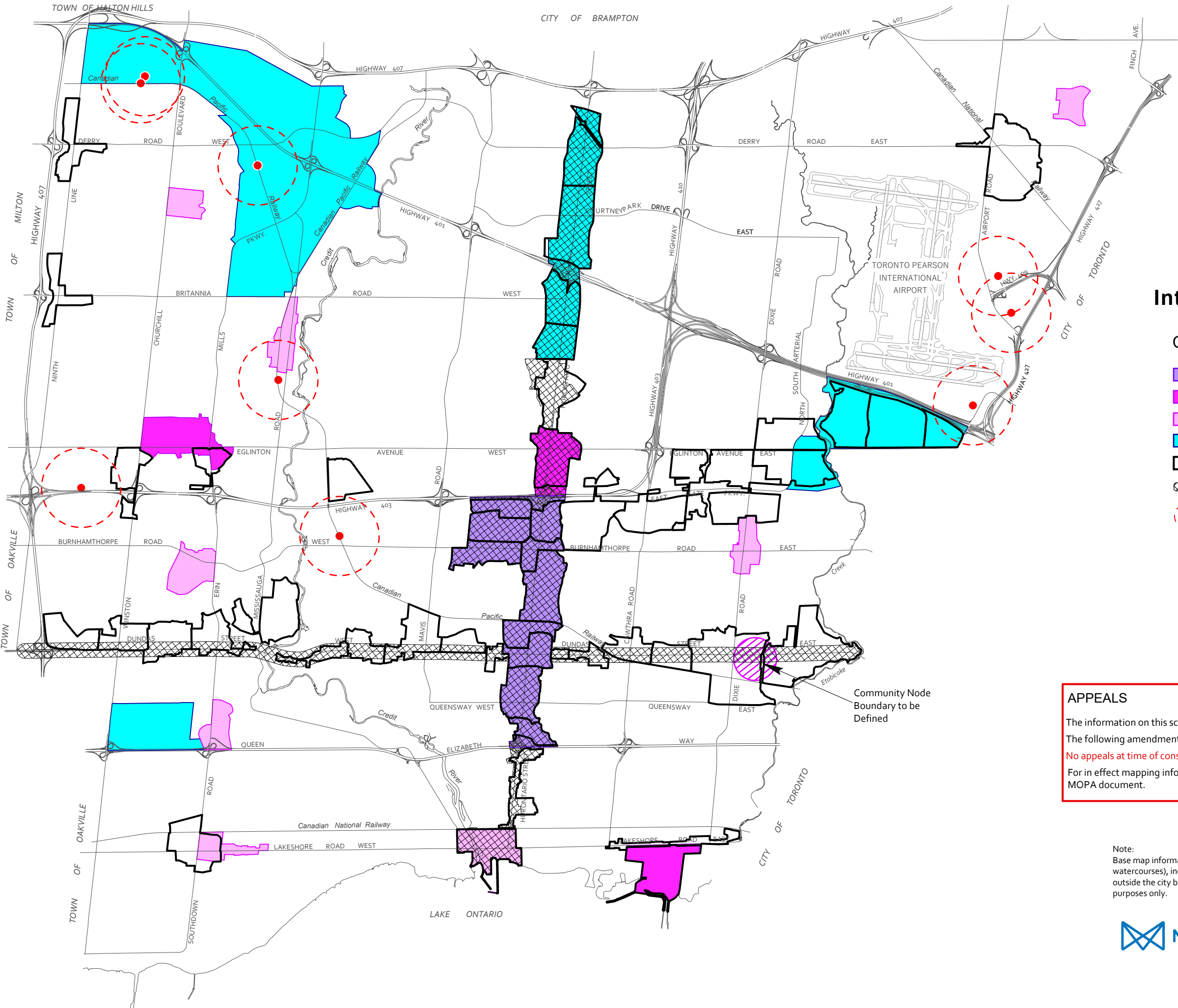
means the area including and around any existing or planned **higher order transit** station or stop **generally** defined ~~and generally~~ as the area within an approximate 500 to 800 metre radius of a transit station **or stop**, representing about a 10-minute walk. All delineated Major Transit Station 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.



0 500 1000 1500 2000  
metres

## Schedule 2 Intensification Areas

### City Structures

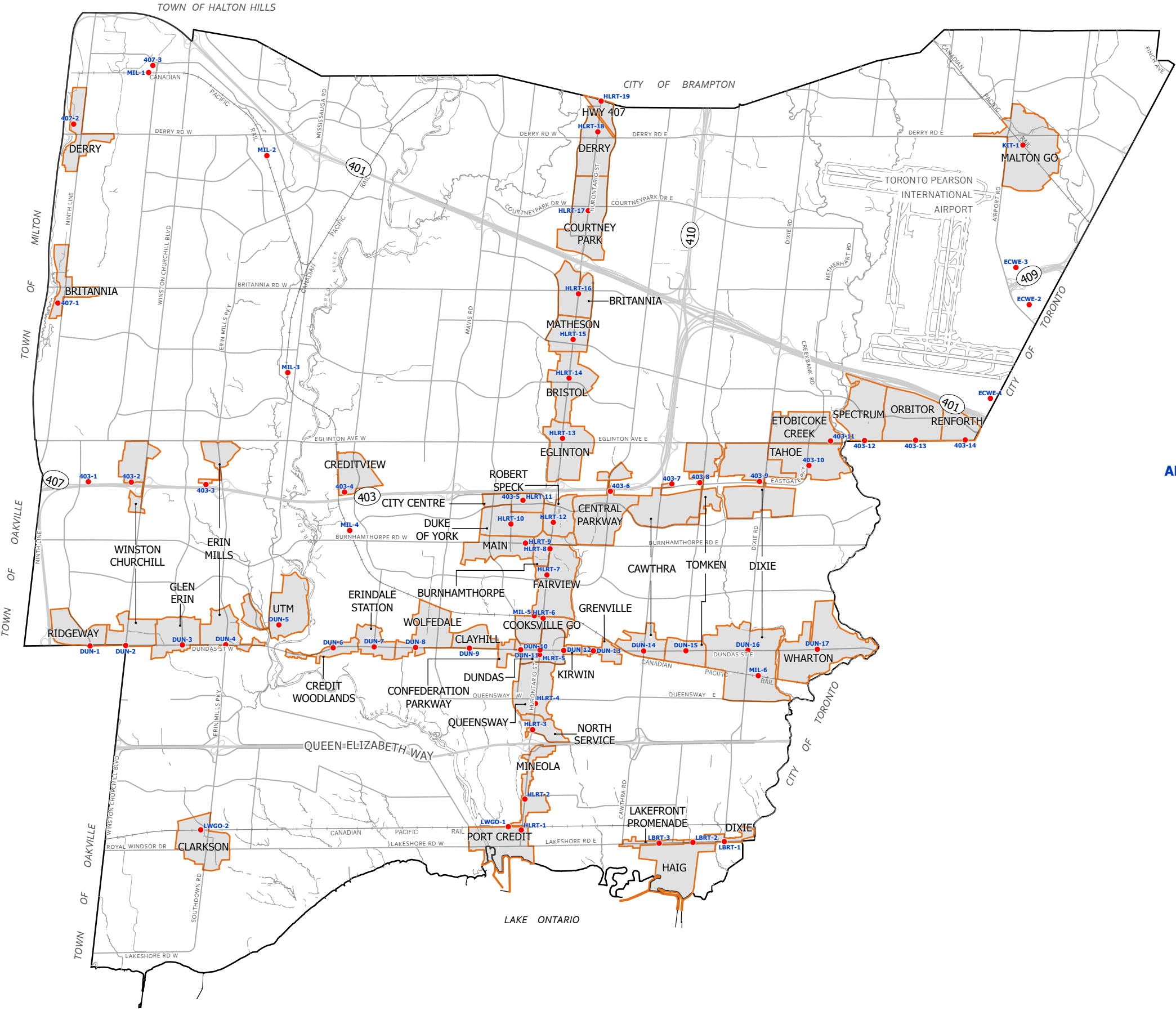
- Downtown
- Major Node
- Community Node
- Corporate Centre
- Protected Major Transit Station Area
- Intensification Corridor
- Planned Major Transit Station Area with 800m radius

### 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

# MAP 'B'

## Schedule 11

### Protected Major Transit Station Areas

● Station or Stop Locations

ABC-00 Region of Peel PMTSA Reference Code

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.

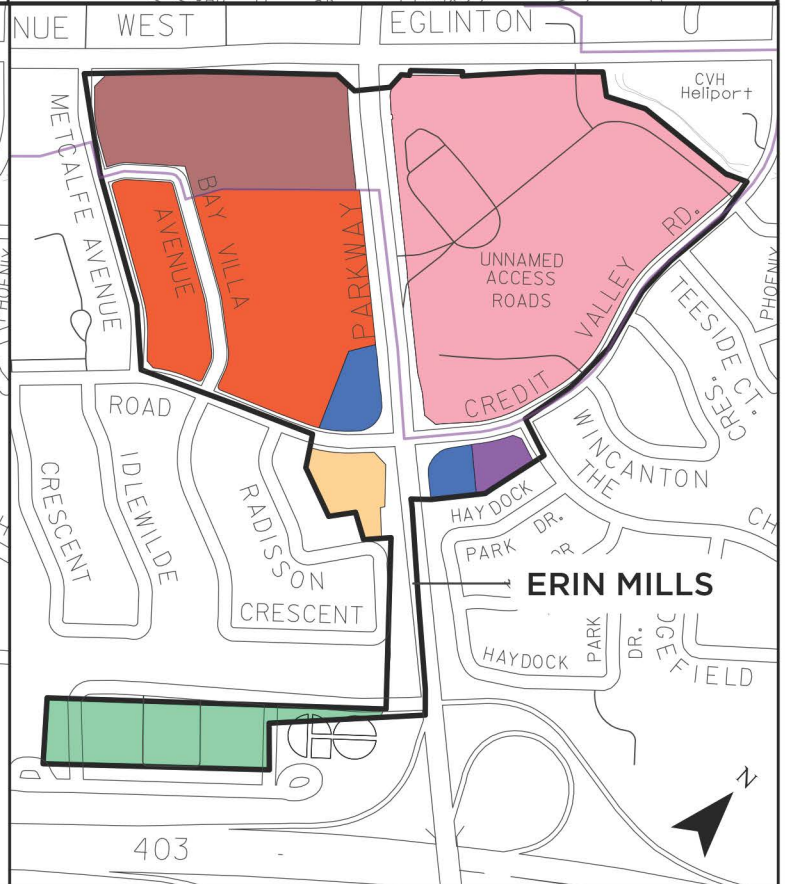
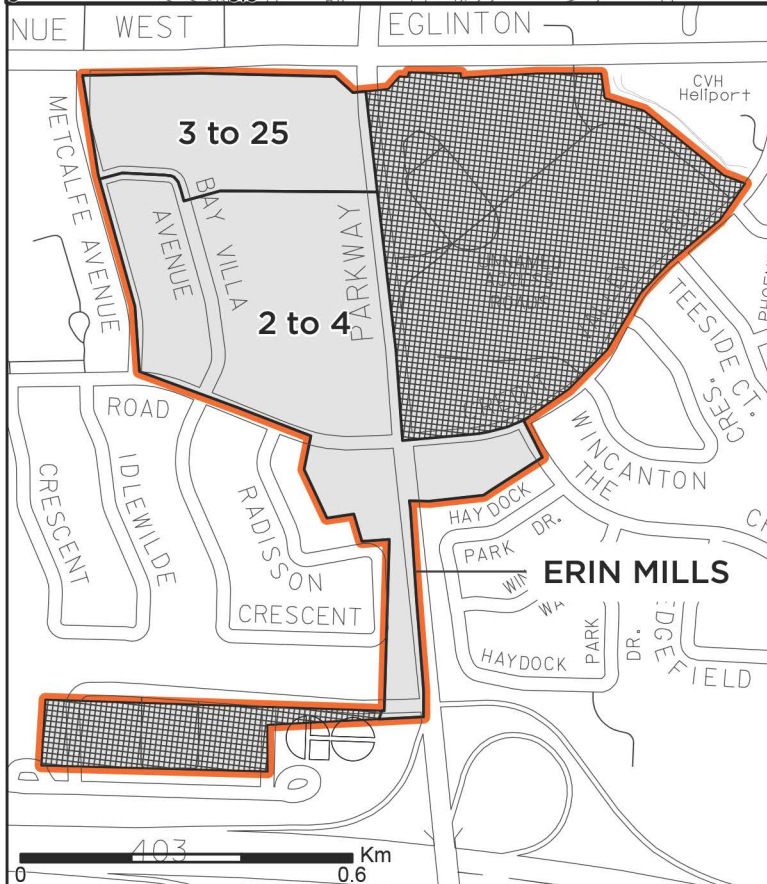
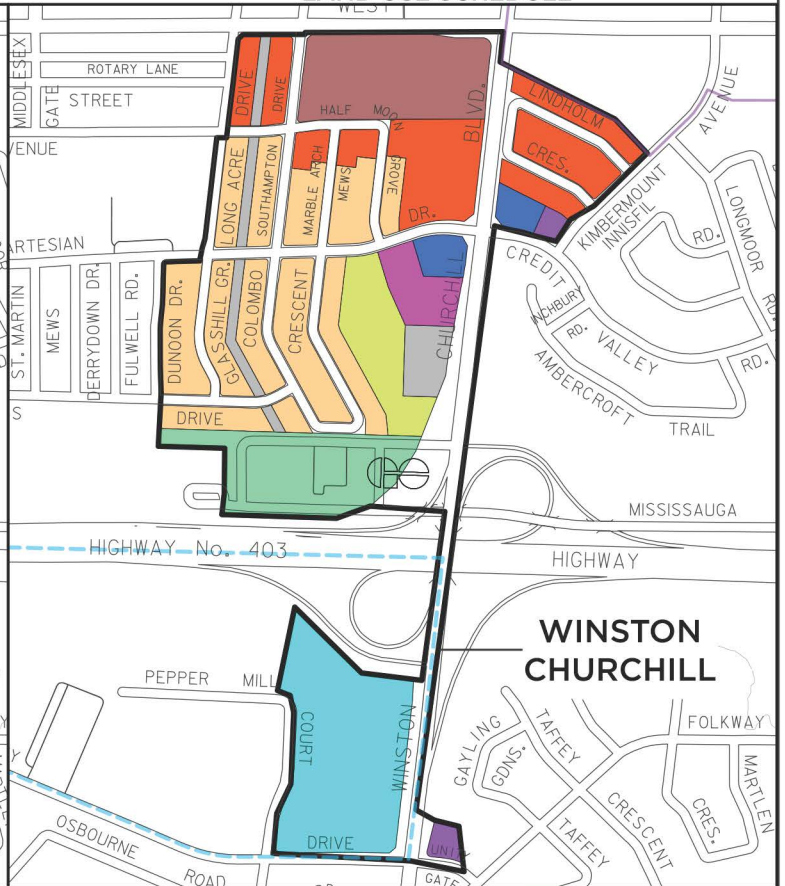
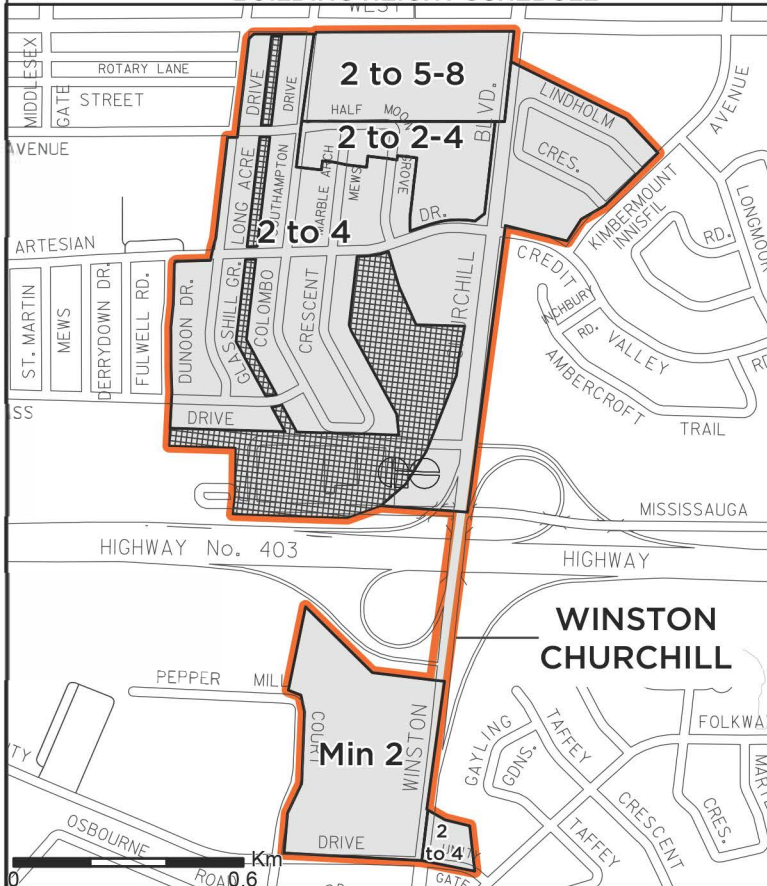
Note:  
Base map information (e.g. roads, highways, railways,  
watercourses), including any lands or bodies of water  
outside the city boundaries, is shown for information  
purposes only.

# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11a (403 BRT- WINSTON CHURCHILL & ERIN MILLS) 5.4

## BUILDING HEIGHT SCHEDULE

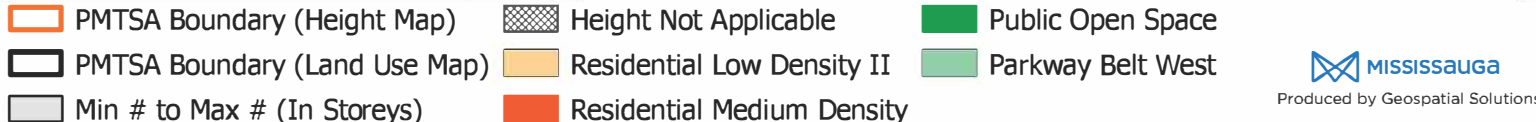
## LAND USE SCHEDULE



- |                               |                            |                          |                                  |
|-------------------------------|----------------------------|--------------------------|----------------------------------|
| PMTSA Boundary (Height Map)   | Convenience Commercial     | Mixed Use                | City Structure - Major Node      |
| PMTSA Boundary (Land Use Map) | Greenlands                 | Motor Vehicle Commercial | City Structure - Employment Area |
| Min # to Max # (In Storeys)   | Residential High Density   | Parkway Belt West        | Utility                          |
| Height Not Applicable         | Residential Low Density II | Institutional            |                                  |
| Business Employment           | Residential Medium Density |                          |                                  |



## 5.4





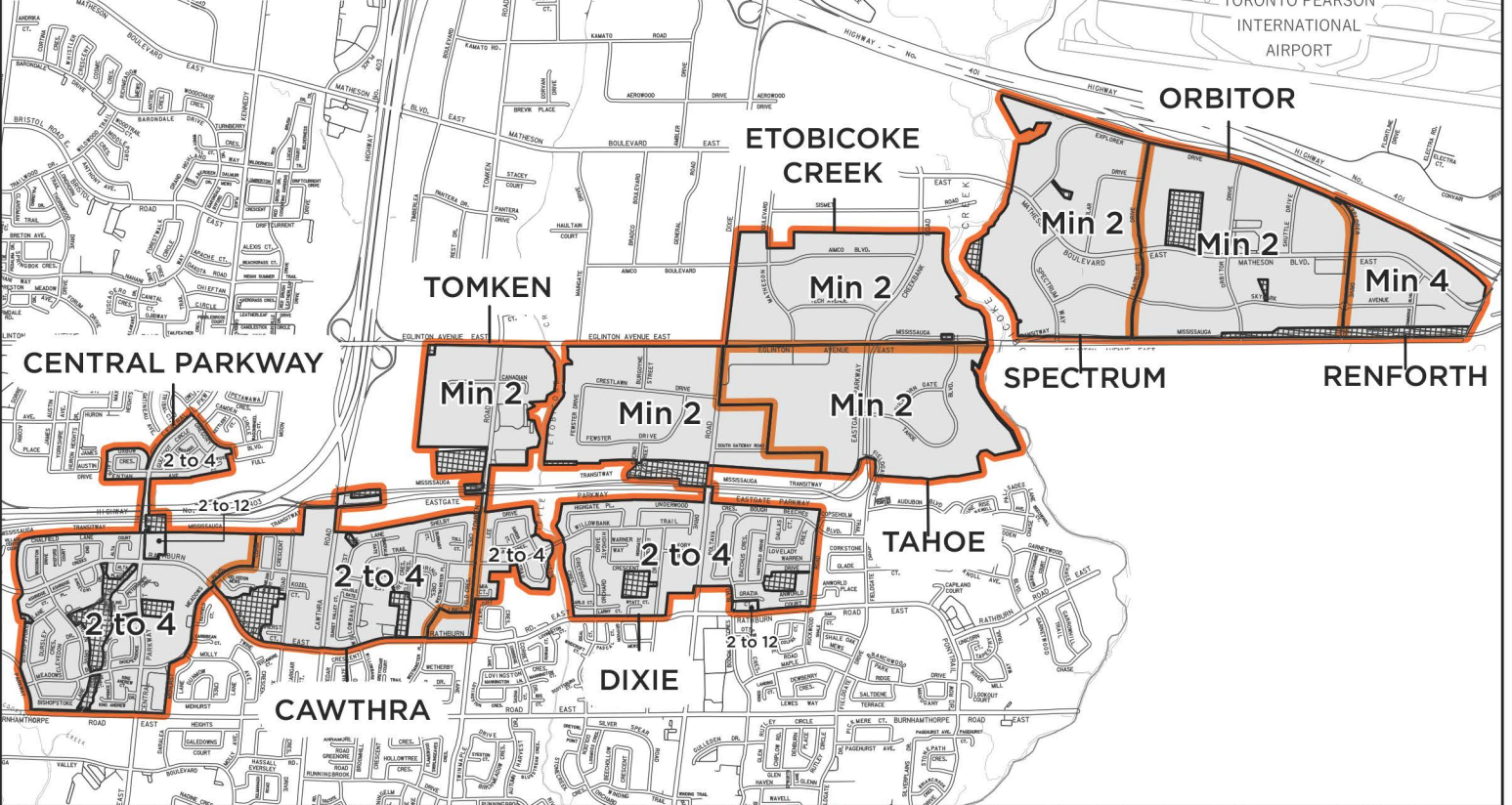
# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

## SCHEDULE 11c

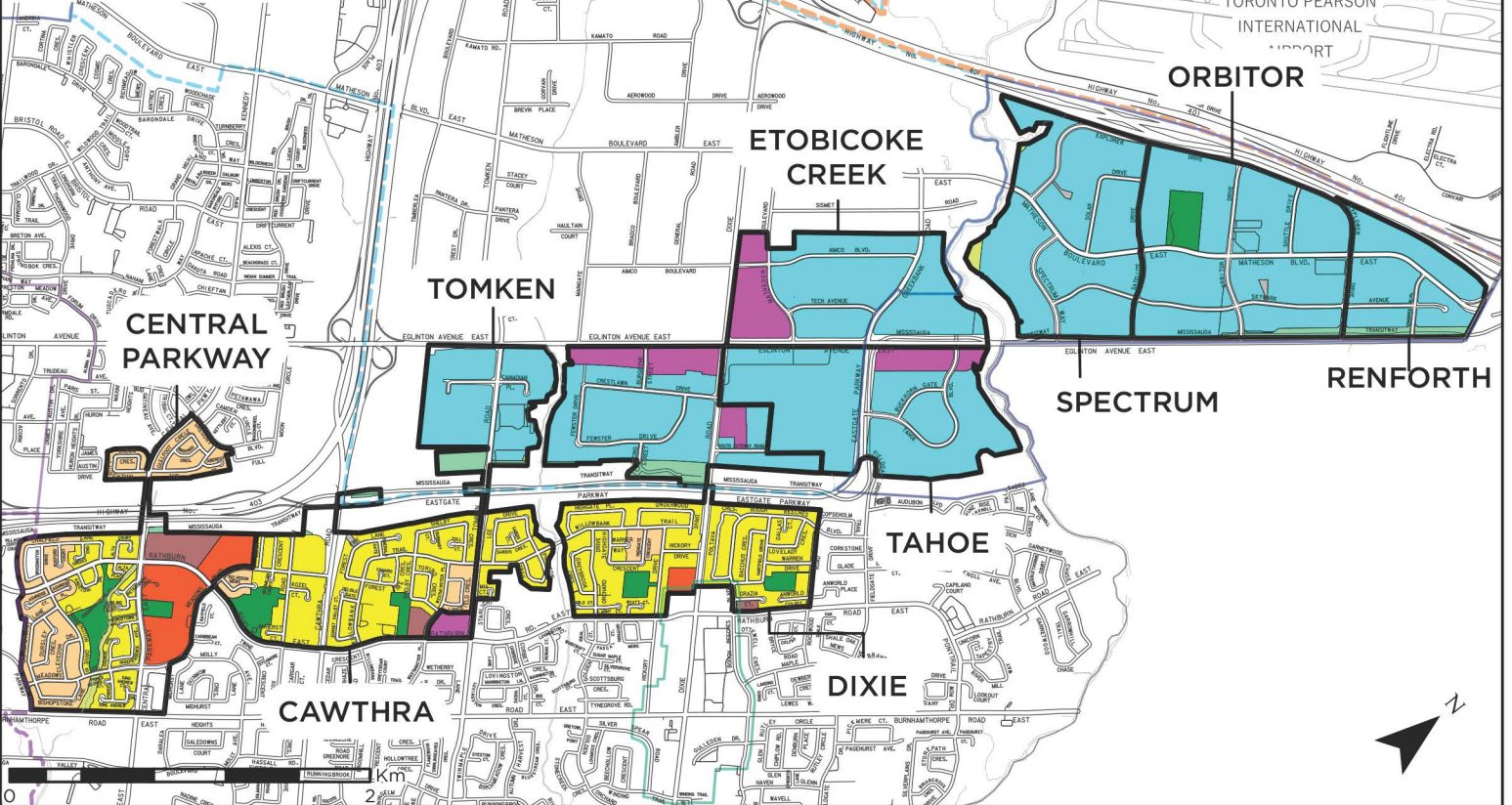
5.4

(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 |                                       |



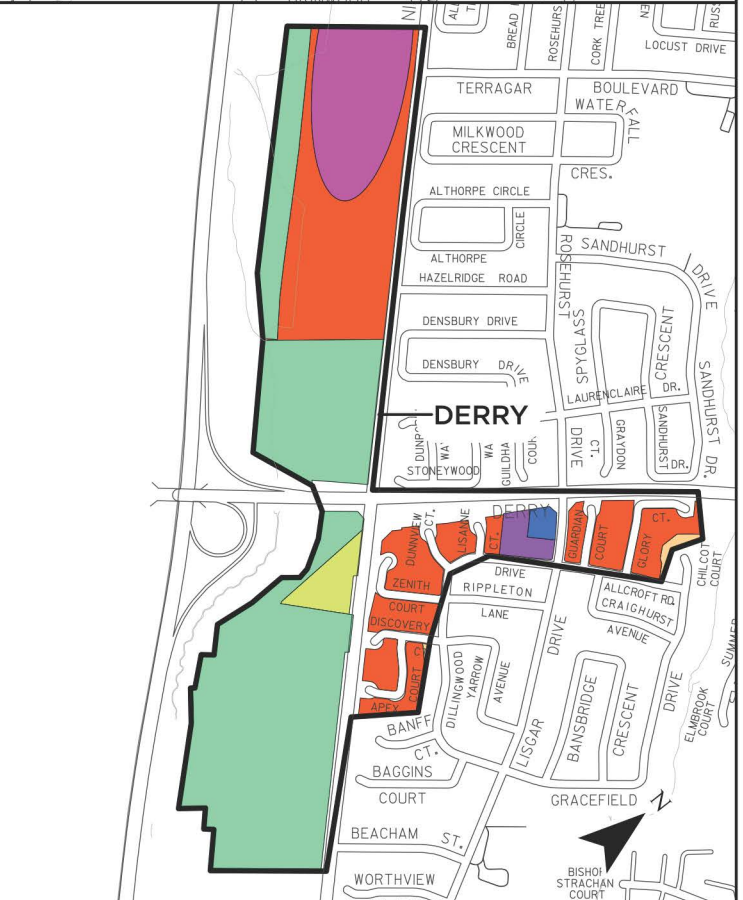
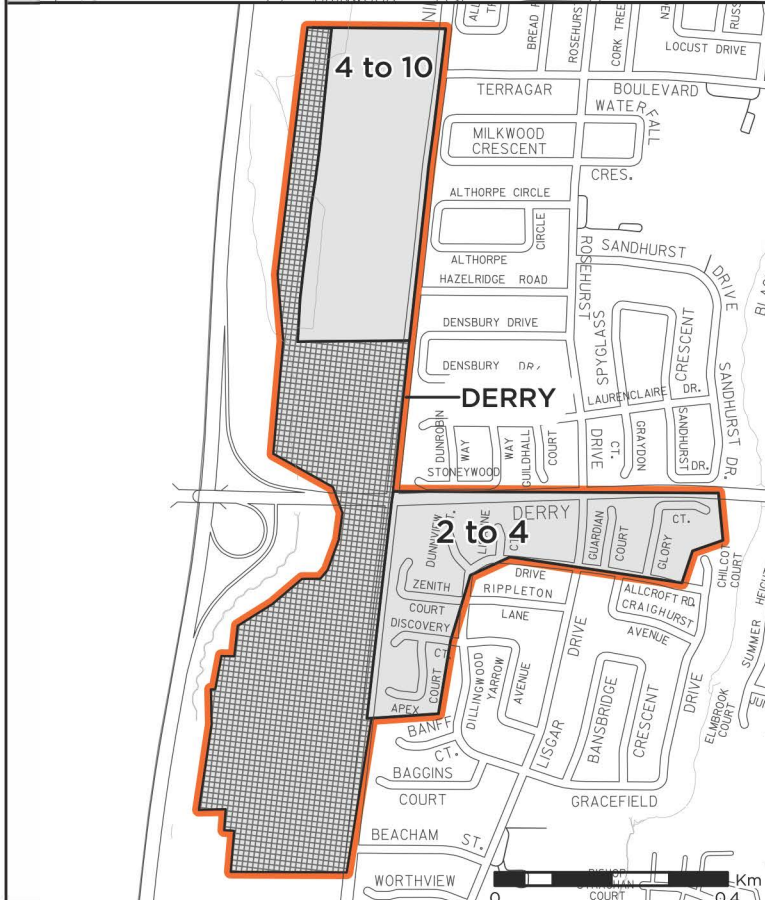
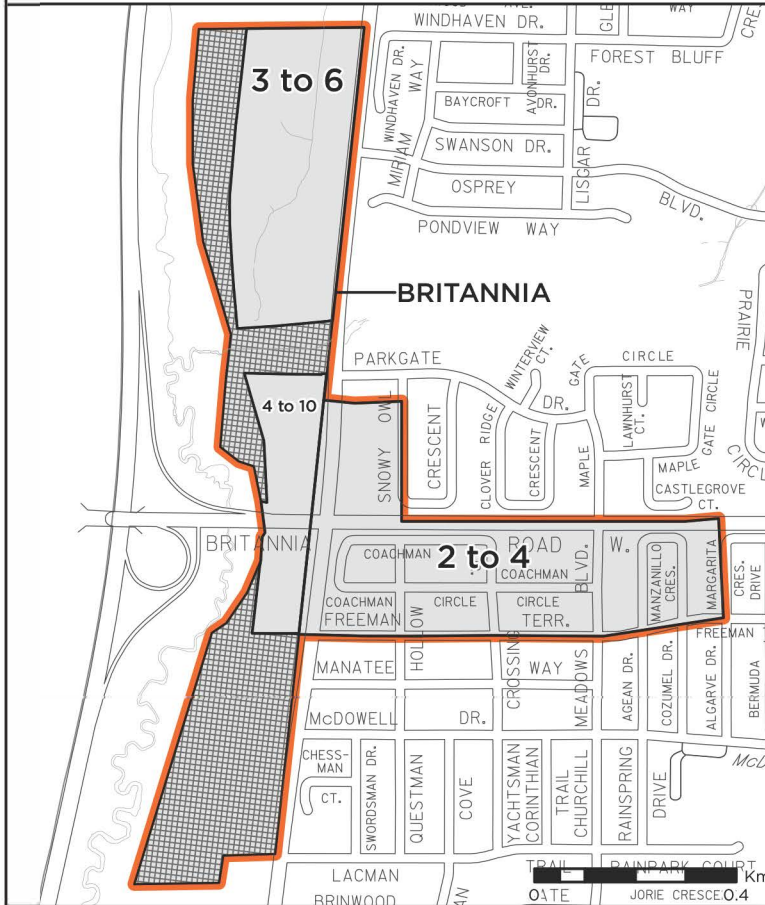
# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

## 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                  |                          |



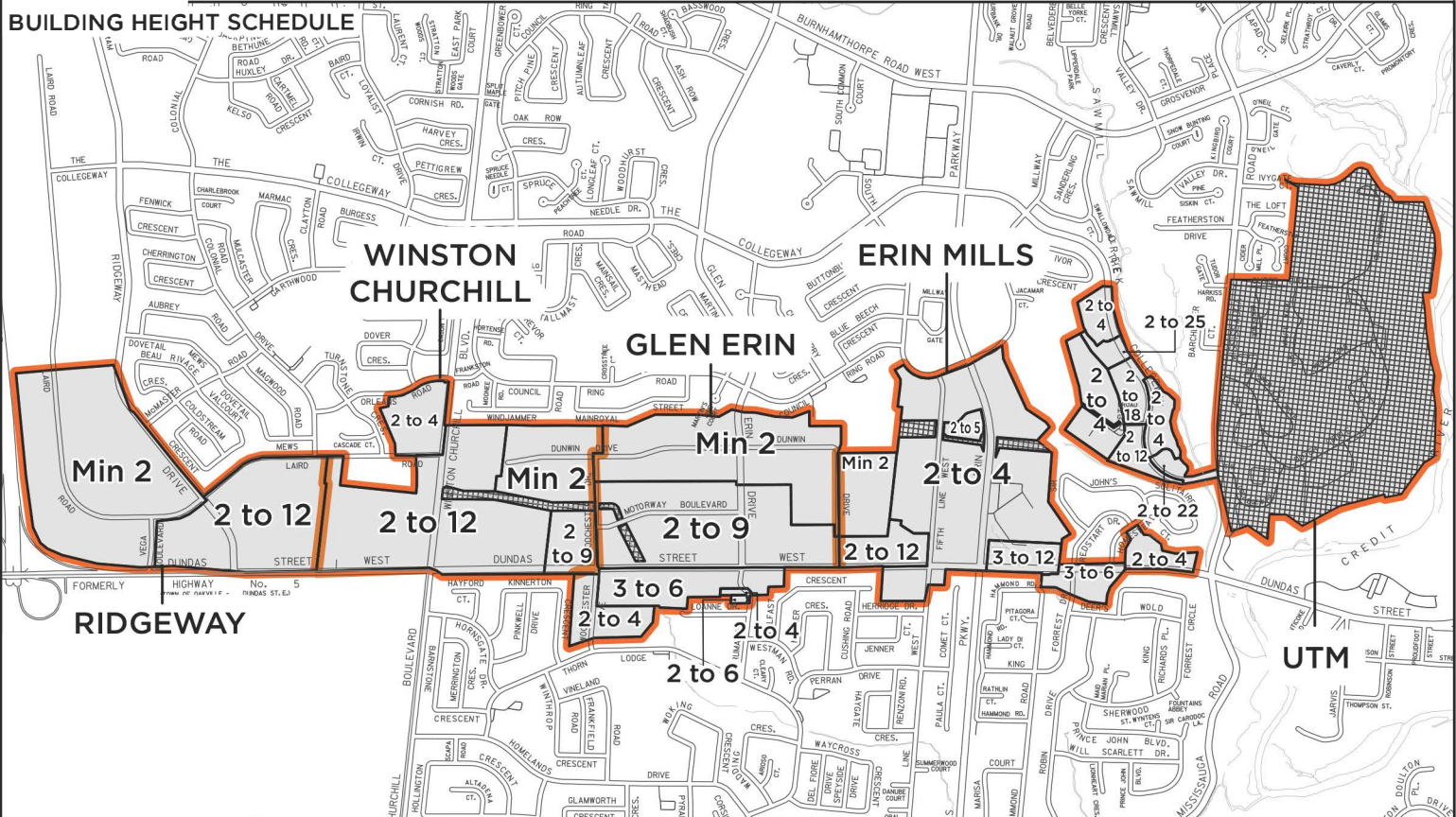
# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11e

5.4

(DUNDAS BRT- RIDGEWAY, WINSTON CHURCHILL, GLEN ERIN, ERIN MILLS, UTM)

## BUILDING HEIGHT SCHEDULE



## LAND USE SCHEDULE



- |                               |                            |                            |                                       |
|-------------------------------|----------------------------|----------------------------|---------------------------------------|
| PMTSA Boundary (Height Map)   | Greenlands                 | Residential Medium Density | City Structure - Special Purpose Area |
| PMTSA Boundary (Land Use Map) | Residential High Density   | Mixed Use                  | City Structure - Employment Area      |
| Min # to Max # (In Storeys)   | Institutional              | Mixed Use Limited          | City Structure - Community Node       |
| Height Not Applicable         | Residential Low Density I  | Motor Vehicle Commercial   |                                       |
| Business Employment           | Residential Low Density II | Public Open Space          |                                       |



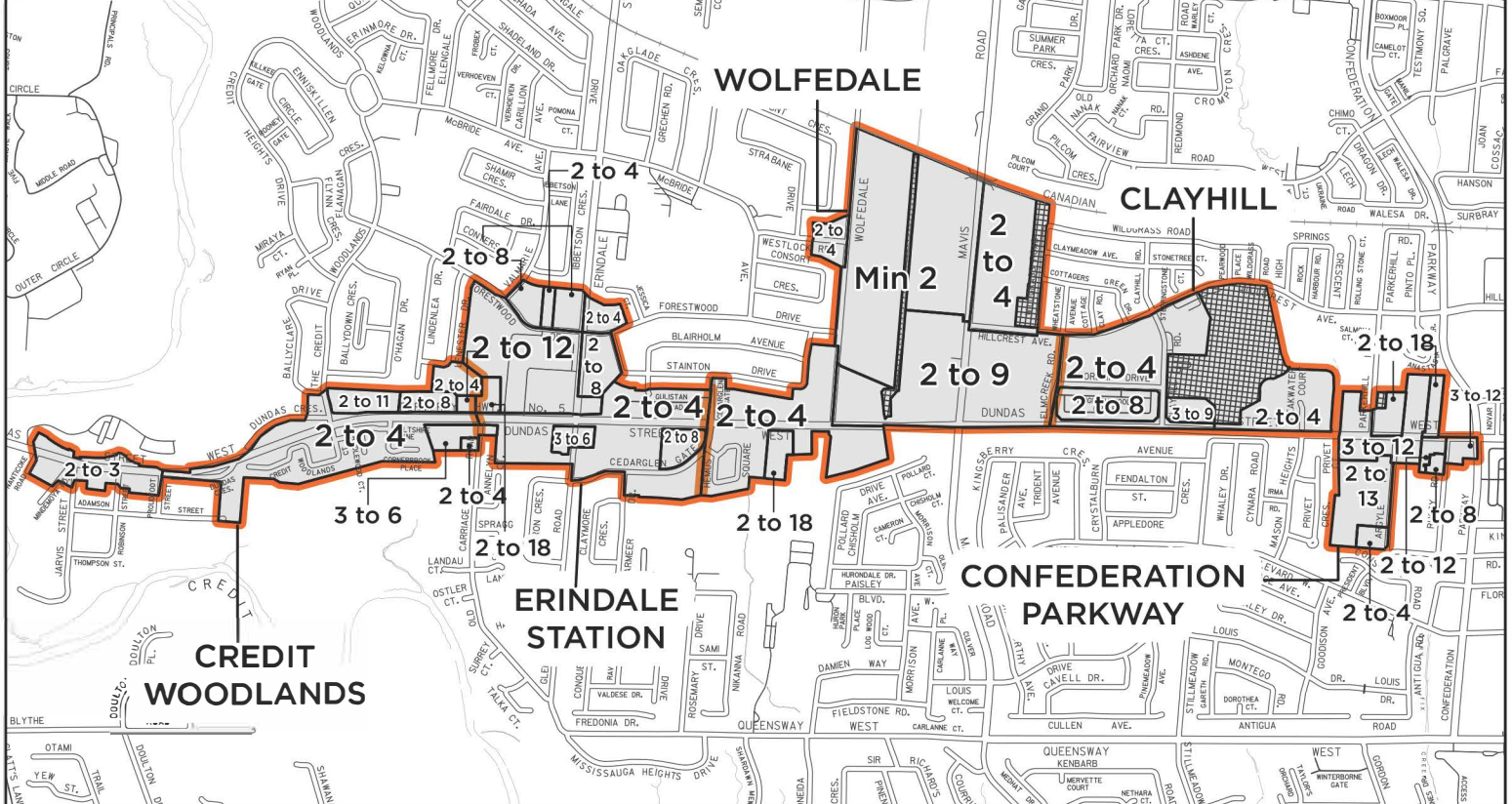
# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

## SCHEDULE 11f

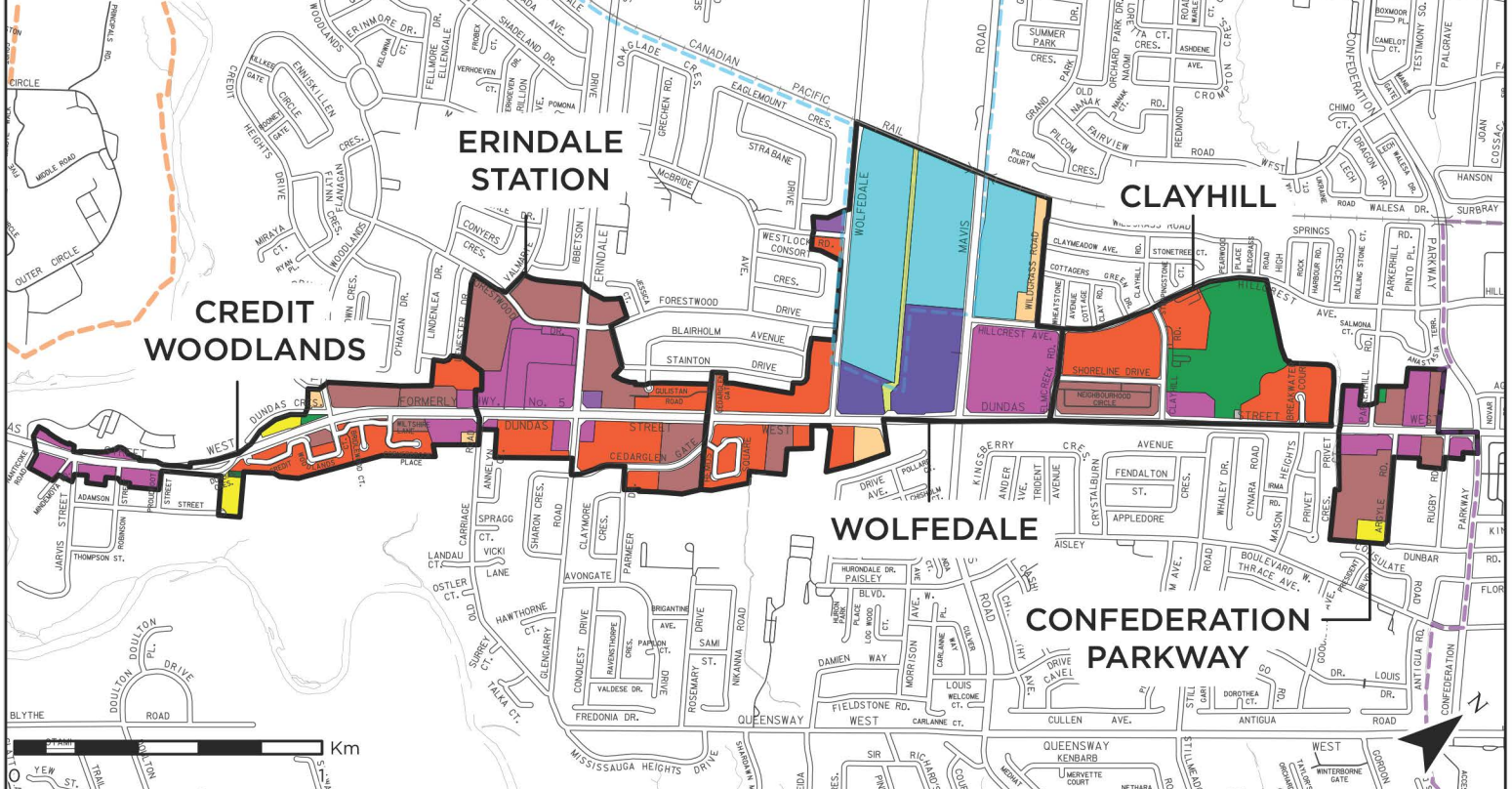
5.4

(DUNDAS BRT- CREDIT WOODLANDS, ERINDALE STATION, WOLFEDALE, CONFEDERATION PARKWAY, CLAYHILL)

### 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 I
- Residential Low Density II
- Residential Medium Density
- Mixed Use
- Mixed Use Limited
- Public Open Space
- Private Open Space
- Utility
- City Structure - Downtown
- City Structure - Special Purpose Area
- City Structure - Employment Area



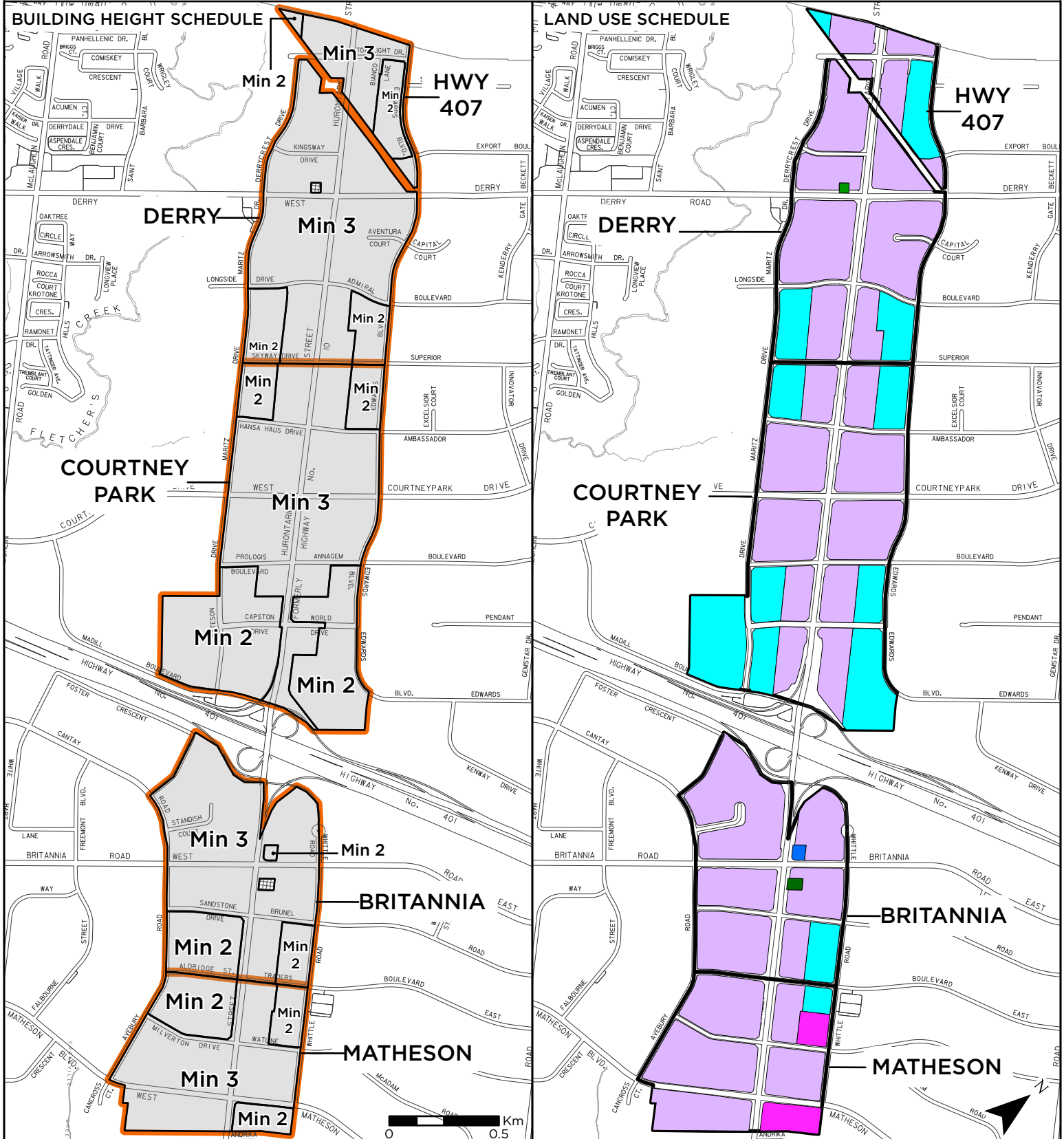


# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11h

5.4

(HURONTARIO LRT - HWY 407, DERRY, COURTNEY PARK, BRITANNIA, MATHESON)



- |                               |                          |                                   |
|-------------------------------|--------------------------|-----------------------------------|
| PMTSA Boundary (Height Map)   | Mixed Use                | Utility                           |
| 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       |                                   |



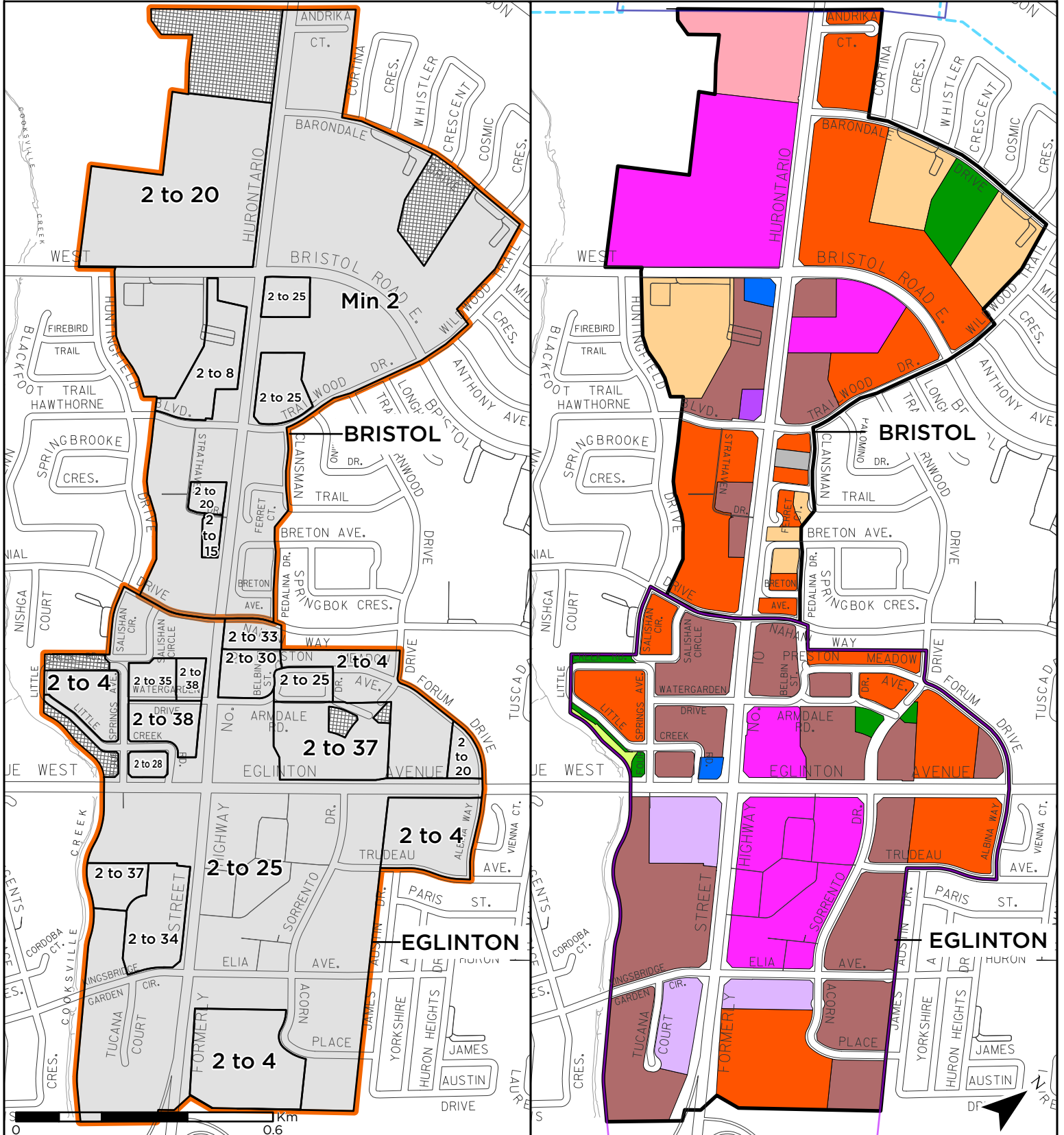
# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

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

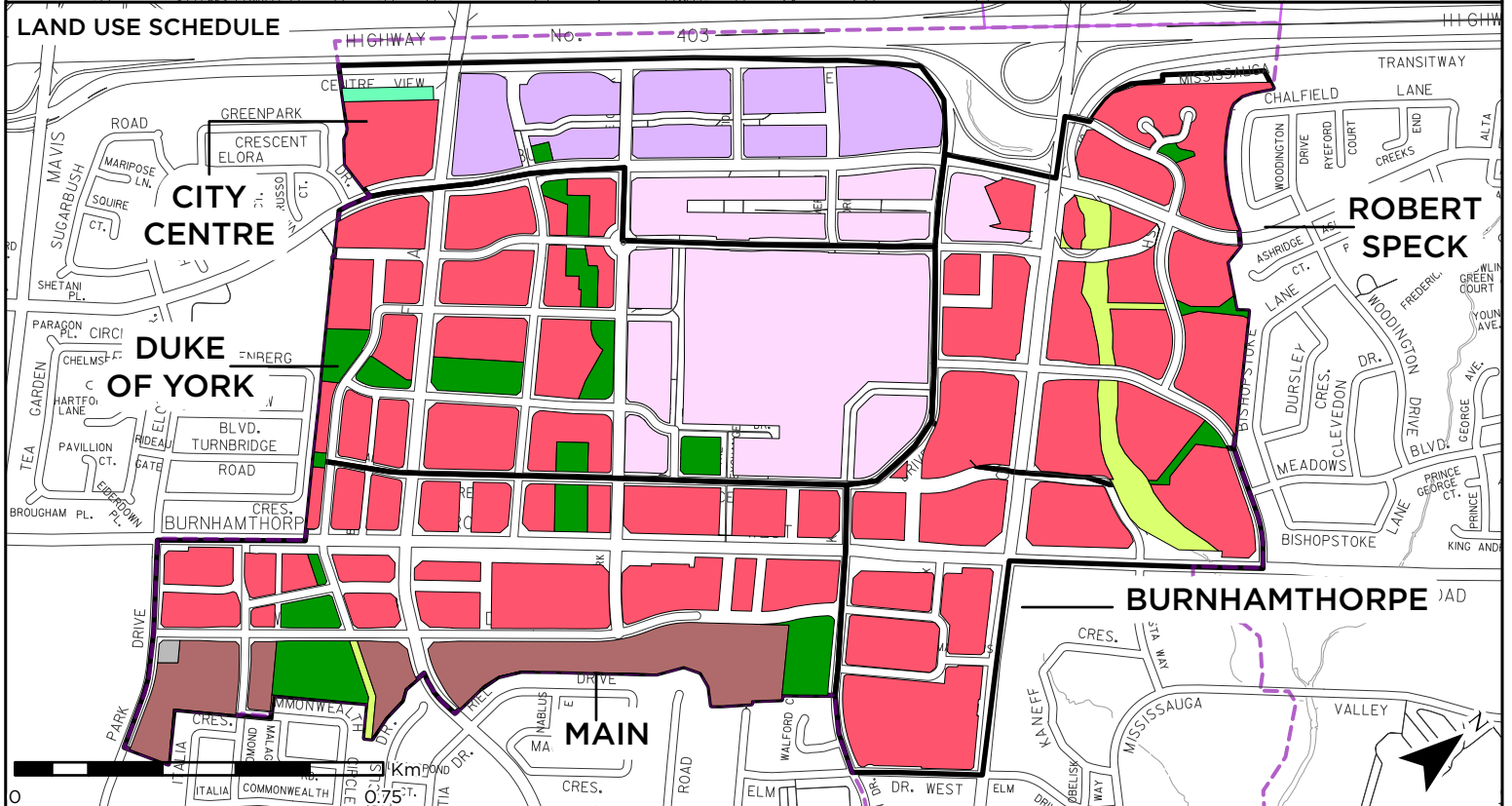
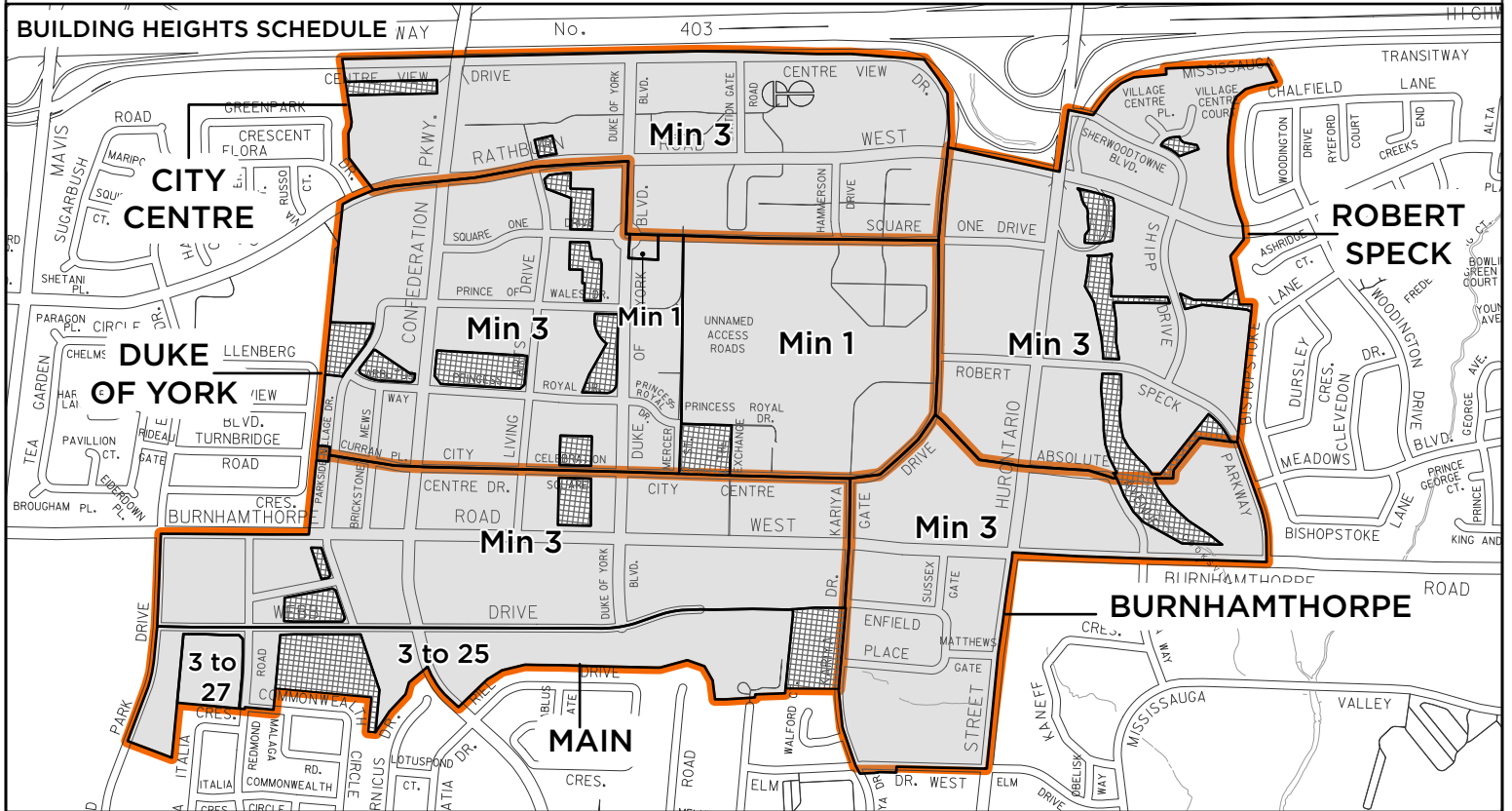
City Structure - Employment Area



# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

5.4

## SCHEDULE 11j (HURONTARIO LRT - DOWNTOWN)



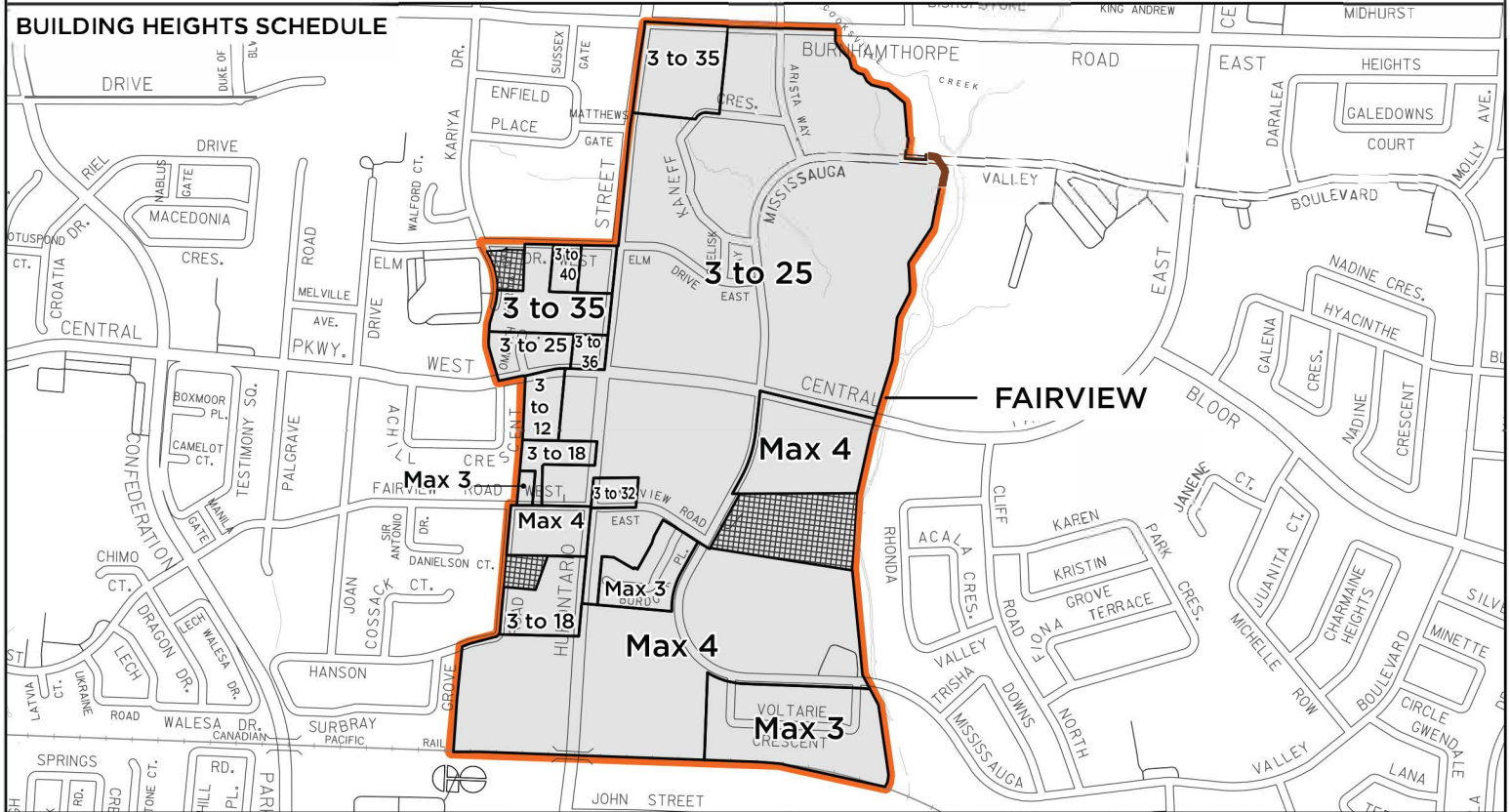
- PMTSA Boundary (Height Map)
- PMTSA Boundary (Land Use Map)
- Min # to Max # (In Storeys)
- Height Not Applicable
- Downtown Core Mixed Use
- Downtown Mixed Use
- Public Open Space
- Greenlands
- Residential High Density
- Residential Low Density II
- Office
- Parkway Belt West
- Utility
- City Structure - Downtown
- City Structure - Major Node

# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

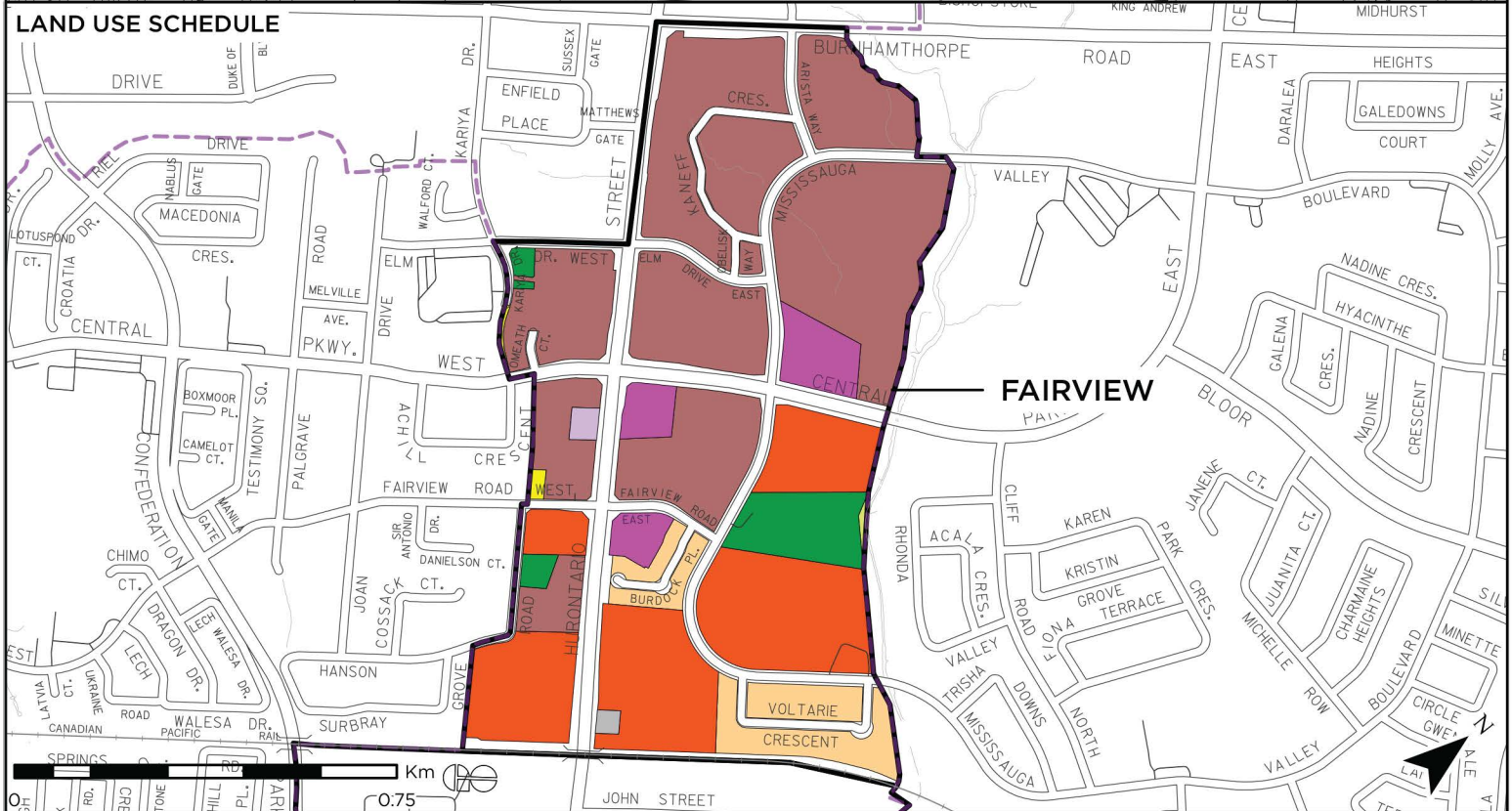
## SCHEDULE 11k (HURONTARIO LRT - FAIRVIEW)

5.4

### BUILDING HEIGHTS SCHEDULE



### LAND USE SCHEDULE



Orange outline: PMTSA Boundary (Height Map)

Black outline: PMTSA Boundary (Land Use Map)

Grey box: Min # to Max # (In Storeys)

Checkered box: Height Not Applicable

Green box: Greenlands

Brown box: Residential High Density

Yellow box: Residential Low Density I

Light orange box: Residential Low Density II

Dark orange box: Residential Medium Density

Purple box: Mixed Use

Pink box: Office

Green box: Public Open Space

Grey box: Utility

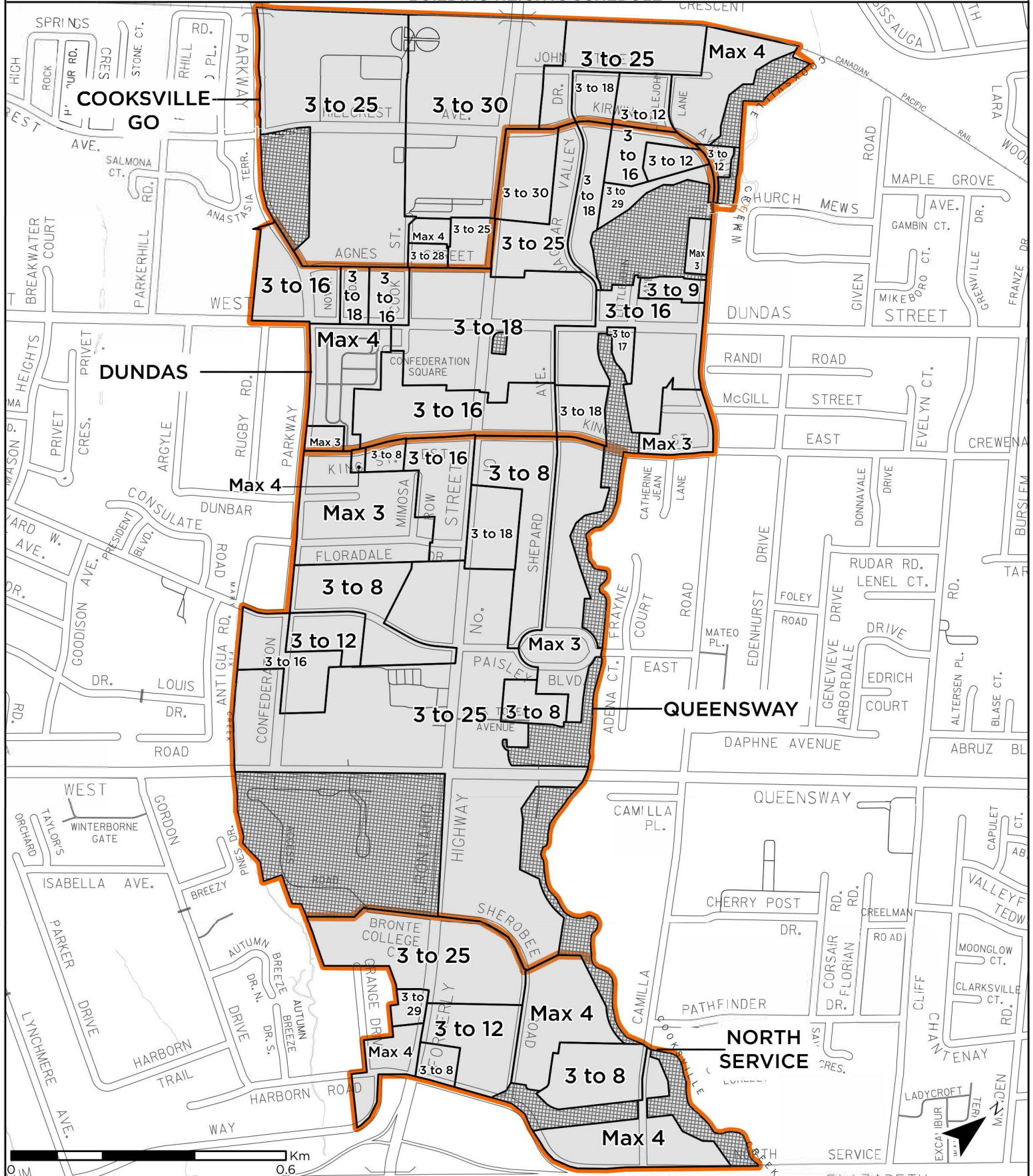
Dashed purple line: City Structure - Downtown



# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 111 (HURONTARIO LRT - COOKSVILLE GO , DUNDAS, QUEENSWAY, NORTH SERVICE)

## BUILDING HEIGHTS SCHEDULE



**PMTSA Boundary (Height Map)**

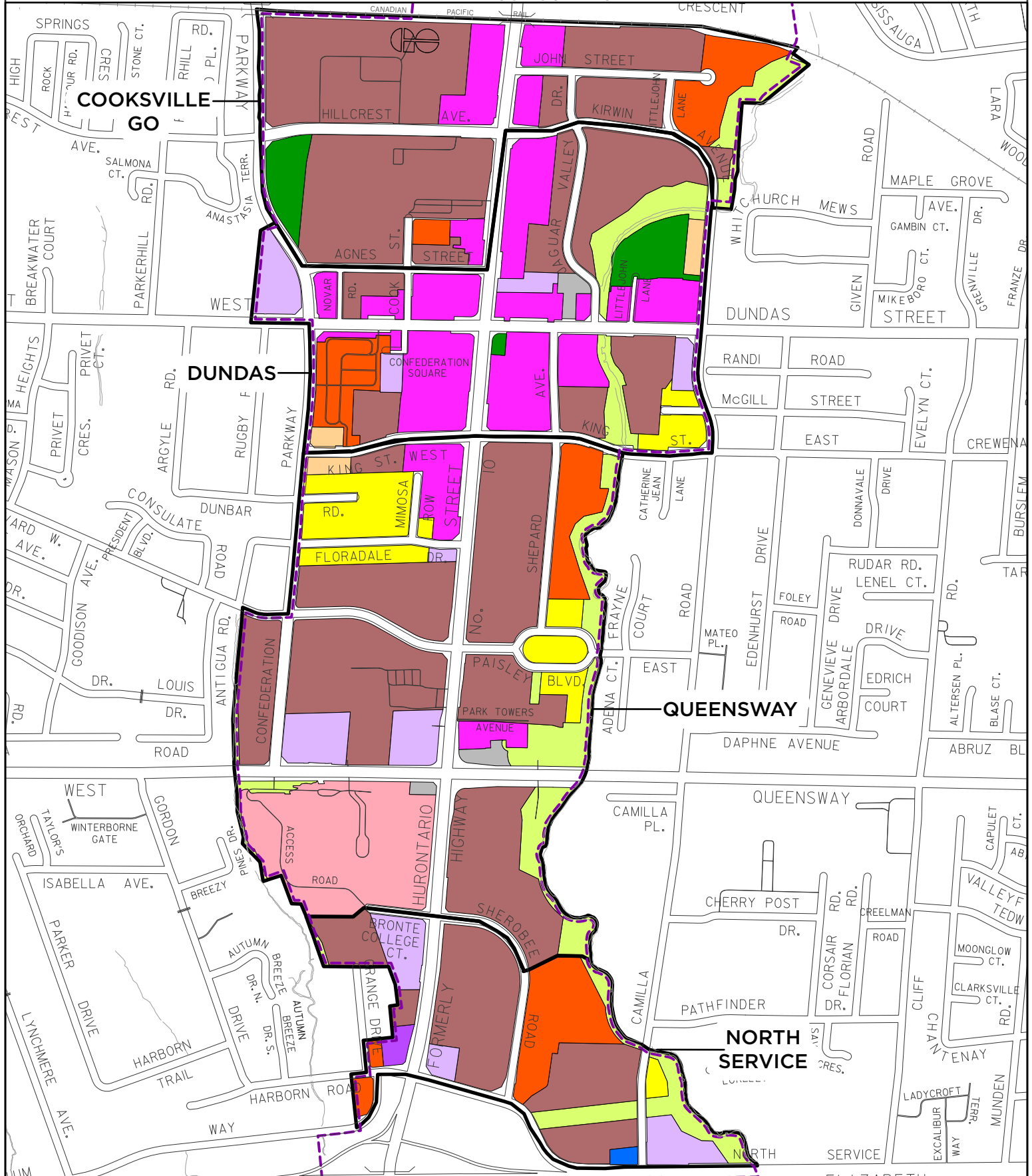
**Min # to Max # (In Storeys)**

**Height Not Applicable**

# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

## SCHEDULE 11m (HURONTARIO LRT - COOKSVILLE 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   |                           |



## 5.4

The map displays the following zoning districts and codes:

- MINEOLA:**
  - 2 to 4 (Top right)
  - 2 to 6 (Top right, below 2 to 4)
  - Max 2 (Center, below 2 to 6)
  - 2 to 4 (Center right, below Max 2)
- PORT CREDIT:**
  - 1 to 4 (Bottom left)
  - 2 to 15 (Bottom center)
  - 2 to 3 (Bottom right)
  - 2 to 6-10 (Bottom center, below 2 to 15)
  - 3 to 10 (Bottom center, below 2 to 6-10)
  - 1 to 3 (Bottom center, below 3 to 10)
  - 2 to 3-6 (Bottom center, below 1 to 3)
  - 2 to 10 (Bottom center, below 2 to 3-6)
  - 3 to 6 (Bottom center, below 2 to 10)
  - 3 to 22 (Bottom center, below 3 to 6)
  - 2 to 5 (Bottom left, near 1 to 4)
  - 2 to 4 (Bottom left, near 2 to 5)
  - 2 to 19 (Bottom left, near 2 to 4)
  - 2 to 8 (Bottom left, near 2 to 19)
  - 2 to 16 (Bottom center, near 2 to 15)
  - 2 to 22 (Bottom center, near 2 to 15)
  - 2 to 28 (Bottom center, near 2 to 15)
  - 2 to 7 (Bottom center, near 2 to 15)
  - 2 to 6 (Bottom center, near 2 to 15)
  - 2 to 20 (Bottom center, near 2 to 15)
  - 2 to 21 (Bottom center, near 2 to 15)
  - 2 to 22 (Bottom center, near 2 to 15)
  - 2 to 23 (Bottom center, near 2 to 15)
  - 2 to 24 (Bottom center, near 2 to 15)
  - 2 to 25 (Bottom center, near 2 to 15)
  - 2 to 26 (Bottom center, near 2 to 15)
  - 2 to 27 (Bottom center, near 2 to 15)
  - 2 to 28 (Bottom center, near 2 to 15)
  - 2 to 29 (Bottom center, near 2 to 15)
  - 2 to 30 (Bottom center, near 2 to 15)
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  - 2 to 42 (Bottom center, near 2 to 15)
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  - 2 to 45 (Bottom center, near 2 to 15)
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  - 2 to 50 (Bottom center, near 2 to 15)
  - 2 to 51 (Bottom center, near 2 to 15)
  - 2 to 52 (Bottom center, near 2 to 15)
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  - 2 to 65 (Bottom center, near 2 to 15)
  - 2 to 66 (Bottom center, near 2 to 15)
  - 2 to 67 (Bottom center, near 2 to 15)
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  - 2 to 69 (Bottom center, near 2 to 15)
  - 2 to 70 (Bottom center, near 2 to 15)
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  - 2 to 72 (Bottom center, near 2 to 15)
  - 2 to 73 (Bottom center, near 2 to 15)
  - 2 to 74 (Bottom center, near 2 to 15)
  - 2 to 75 (Bottom center, near 2 to 15)
  - 2 to 76 (Bottom center, near 2 to 15)
  - 2 to 77 (Bottom center, near 2 to 15)
  - 2 to 78 (Bottom center, near 2 to 15)
  - 2 to 79 (Bottom center, near 2 to 15)
  - 2 to 80 (Bottom center, near 2 to 15)
  - 2 to 81 (Bottom center, near 2 to 15)
  - 2 to 82 (Bottom center, near 2 to 15)
  - 2 to 83 (Bottom center, near 2 to 15)
  - 2 to 84 (Bottom center, near 2 to 15)
  - 2 to 85 (Bottom center, near 2 to 15)
  - 2 to 86 (Bottom center, near 2 to 15)
  - 2 to 87 (Bottom center, near 2 to 15)
  - 2 to 88 (Bottom center, near 2 to 15)
  - 2 to 89 (Bottom center, near 2 to 15)
  - 2 to 90 (Bottom center, near 2 to 15)
  - 2 to 91 (Bottom center, near 2 to 15)
  - 2 to 92 (Bottom center, near 2 to 15)
  - 2 to 93 (Bottom center, near 2 to 15)
  - 2 to 94 (Bottom center, near 2 to 15)
  - 2 to 95 (Bottom center, near 2 to 15)
  - 2 to 96 (Bottom center, near 2 to 15)
  - 2 to 97 (Bottom center, near 2 to 15)
  - 2 to 98 (Bottom center, near 2 to 15)
  - 2 to 99 (Bottom center, near 2 to 15)
  - 2 to 100 (Bottom center, near 2 to 15)

 Height Not Applicable



## 5.4

The map displays a network of streets in the MINEOLA area. Key streets include ELIZABETH, PINETREE, OAKHILL, DONNELLY, GLENVIEW, and HURONTARIO. A large yellow region is outlined along the HURONTARIO and GLENVIEW streets. Other colored regions include orange, purple, and green. The map also shows the MINEOLA and PORT CREDIT areas, with the MISSISSAUGA ROAD SOUTH and MISSISSAUGA ROAD NORTH running along the bottom edge.

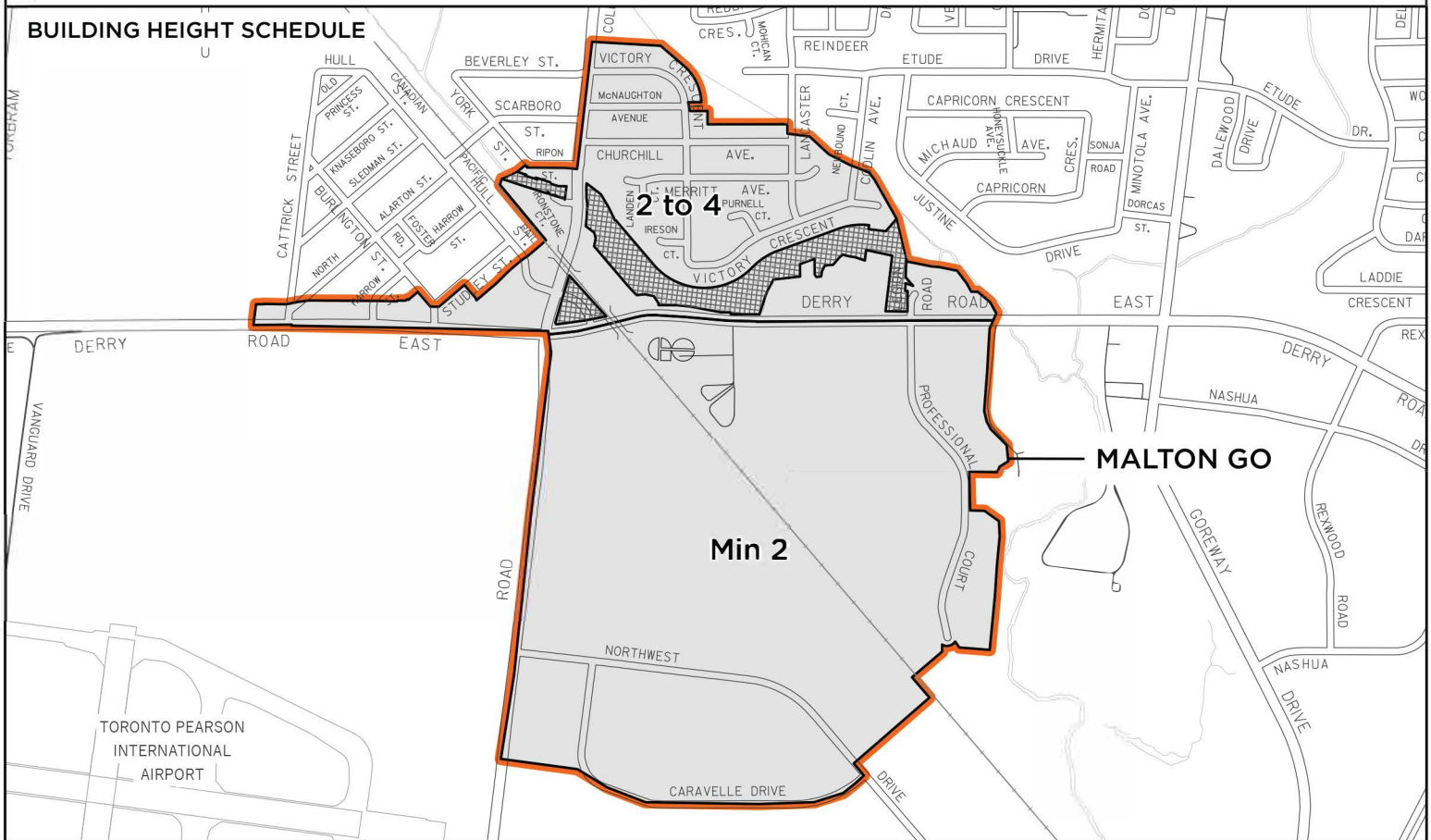
Produced by Geospatial Solutions

# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

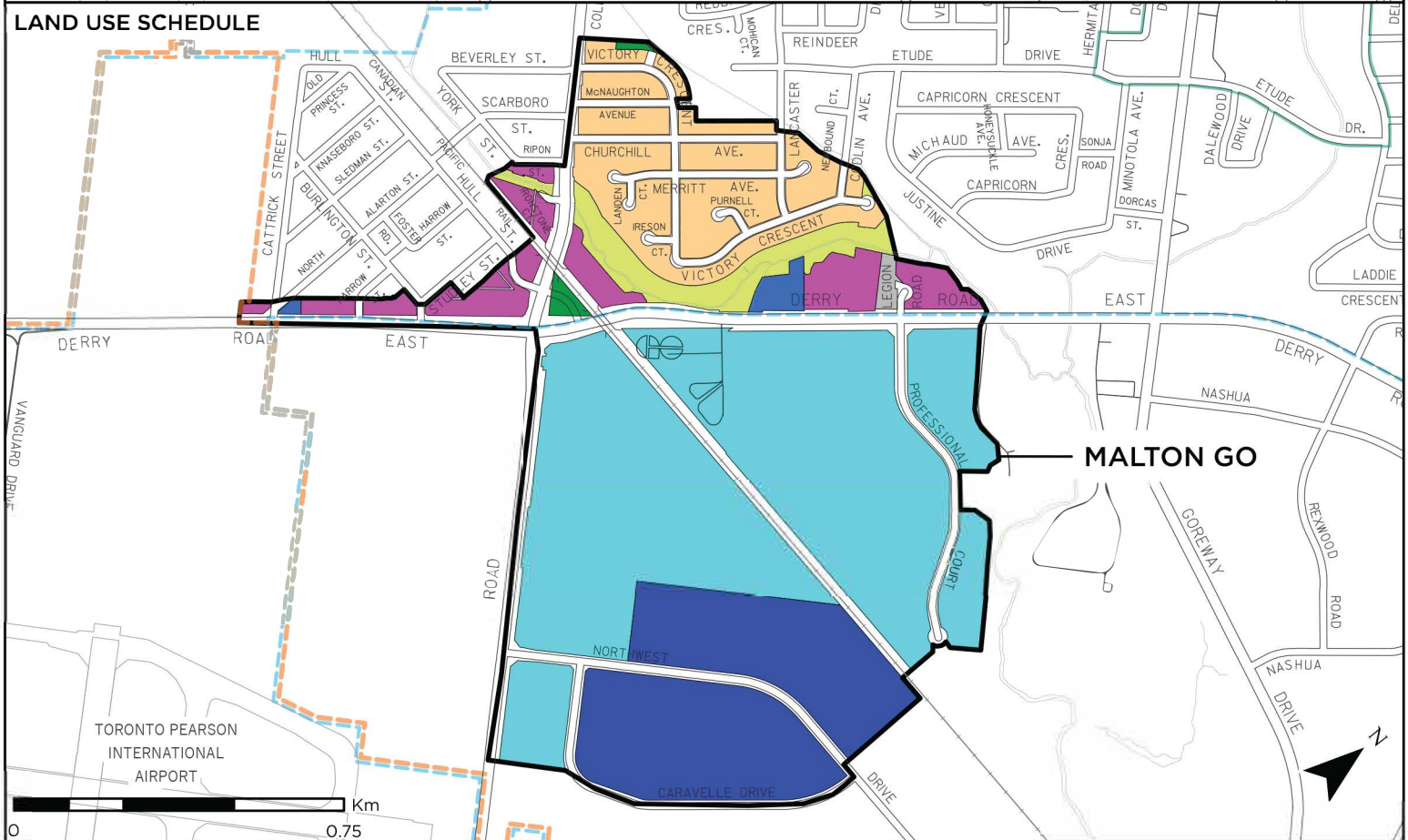
## SCHEDULE 11p (KITCHENER GO - MALTON)

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
- Motor Vehicle Commercial
- Industrial
- Residential Low Density II
- Mixed Use
- Public Open Space
- Utility
- City Structure - Special Purpose Area
- City Structure - Employment Area
- City Structure - Community Node

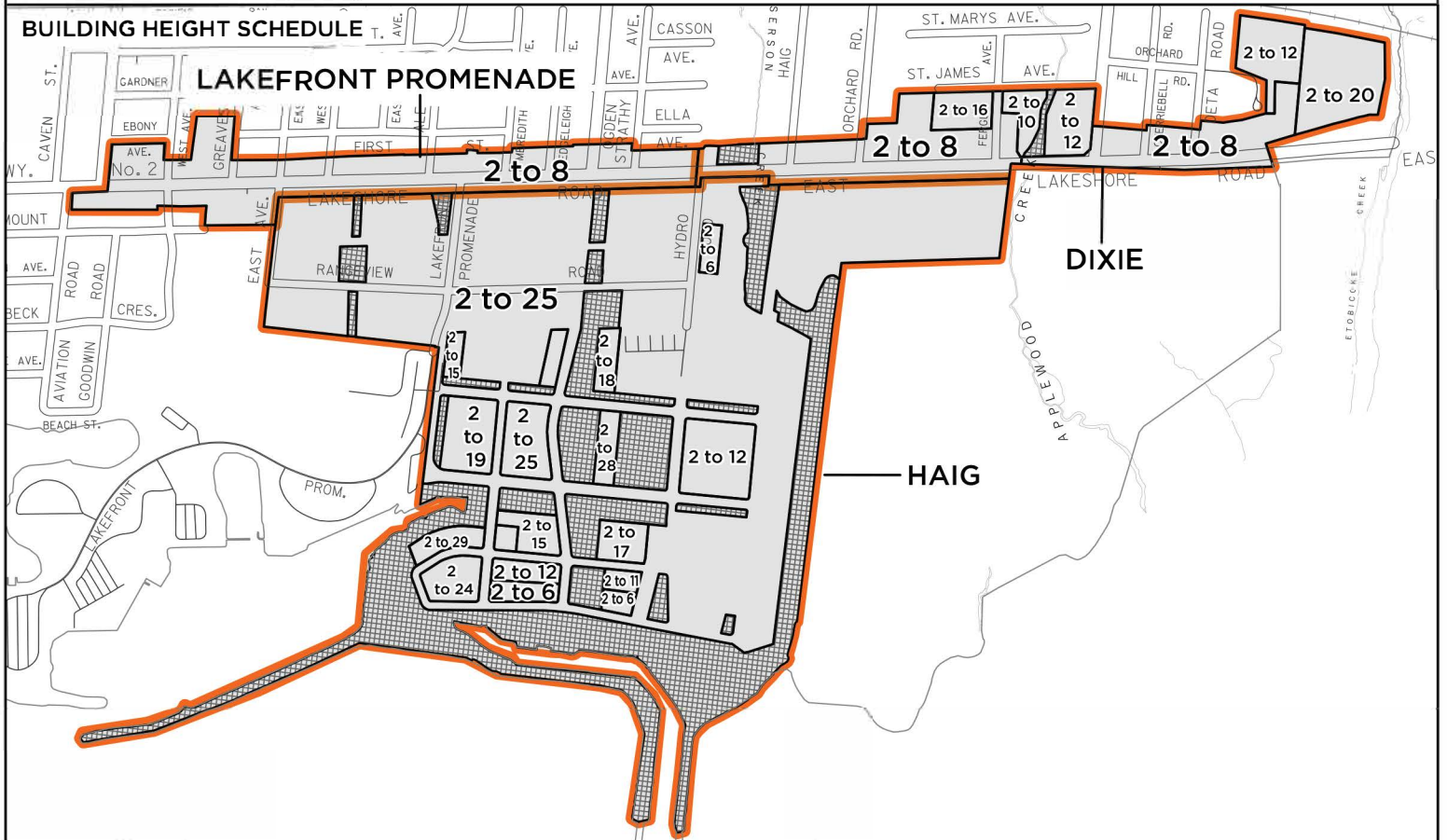


# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

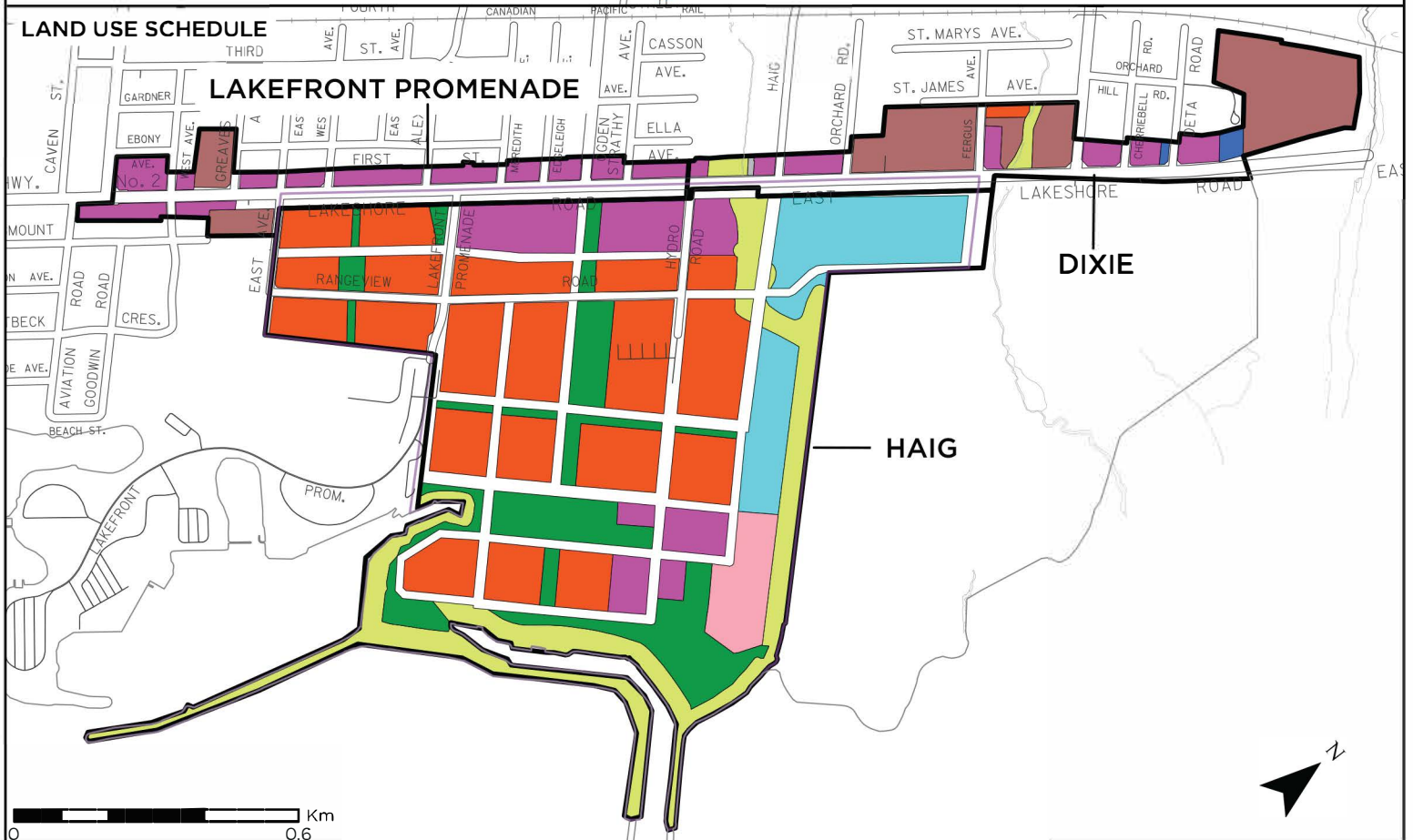
## SCHEDULE 11q (LAKEFRONT PROMENADE, DIXIE, HAIG)

5.4

### BUILDING HEIGHT SCHEDULE



### LAND USE SCHEDULE



0 0.6 Km

- PMTSA Boundary (Height Map)
- PMTSA Boundary (Land Use Map)
- Min # to Max # (In Storeys)
- Height Not Applicable
- Business Employment
- Greenlands
- Residential Medium Density
- Mixed Use
- Residential High Density
- Public Open Space
- Residential Low Density II
- City Structure - Major Node
- Utility

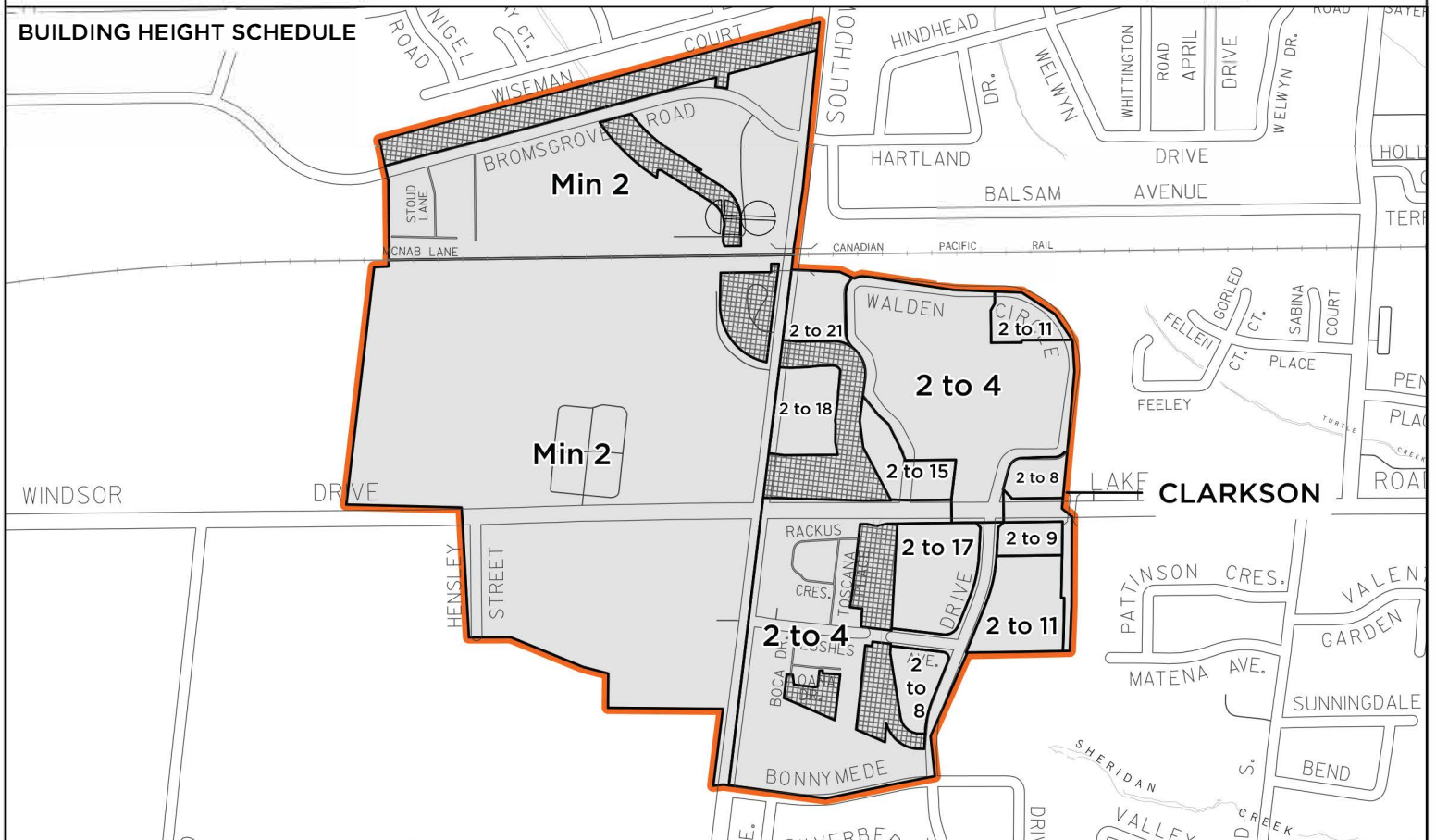


# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

## 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
1.1.4 How to Read Mississauga Official Plan	Added	143	<p>qq. For areas within <b>Protected Major Transit Station Areas</b> as shown in Schedule 2: Intensification Areas, of this Plan:</p> <ul style="list-style-type: none"> <li>• Part 2 City Wide Policies of this Plan are applicable to all <b>Major Transit Station Areas</b>;</li> <li>• Other <b>Protected Major Transit Station Area</b> policies, in accordance with the <i>Planning Act</i>, are identified by a text box in this Plan;</li> <li>• The <b>Major Transit Station Area</b> policies are to be read in conjunction with the other policies of this Plan. In the event of a conflict, the <b>Major Transit Station Area</b> policies and those identified as being <b>Protected Major Transit Station Area</b> policies elsewhere in the Plan will take precedence; and</li> <li>• Land use designations and building heights for <b>Protected Major Transit Station Areas</b> are identified on the schedules of this Plan.</li> </ul>	<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																																																								
<b>5.3</b>  <b>City Structure</b>	Amended	MOPA 143	<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)</p> <p>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	—																																																								
<b>5.3.1</b>  <b>Downtown</b>	Amended	MOPA 143	<p>5.3.1.4 The Downtown will achieve a minimum gross density of residents and jobs combined per hectare as specified for each <b><i>Protected Major Transit Station Area</i></b>.</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).
<b>5.3.1 Downtown</b>	<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”.
<b>5.3.1 Downtown</b>	<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”
<b>5.3.4 Corporate Centres</b>	<i>Amended</i>	MOPA 143	5.3.4.6 Conversion of lands within Corporate Centres, outside of a <b><i>Protected Major Transit Station Area</i></b> , 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).

Section	Change	OPA No.	Proposed Revisions, Deletions or Additions to MOP	Planning Rationale
<b>5.3.6 Employment Areas</b>	<i>Amended</i>	MOPA 143	5.3.6.5 Conversion of lands within Employment Areas, outside of <b><i>Protected Major Transit Station Areas</i></b> , 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.
<b>5.3.6 Employment Areas</b>	<i>Deleted</i>	MOPA 143	5.3.6.9 Higher density employment uses, such as office, will be required within <b><i>Major Transit Station Areas</i></b> .	This policy is removed as employment use requirements for MTSAAs will be addressed in Section 5.7 Major Transit Station Areas.
<b>5.4 Corridors</b>	<i>Amended</i>	MOPA 143	5.4.8 <b><i>Corridors</i></b> , outside of <b><i>Protected Major Transit Station Areas</i></b> , 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 <b><i>Protected Major Transit Station Areas</i></b> .	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.

Section	Change	OPA No.	Proposed Revisions, Deletions or Additions to MOP	Planning Rationale
<b>5.4 Corridors</b>	<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 <b>Protected Major Transit Station Areas</b> . <b>Protected Major Transit Station Areas</b> 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.
<b>5.5 Intensification Corridors</b>	<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 <b>Protected Major Transit Station Areas</b> , 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.
<b>5.5 Intensification Corridors</b>	<i>Deleted</i>	MOPA 143	5.5.3 Planning studies will delineate the boundaries of <b>Intensification Corridors</b> and <b>Major Transit Station Areas</b> 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> .



Section	Change	OPA No.	Proposed Revisions, Deletions or Additions to MOP	Planning Rationale
				Criteria for MTSA Planning studies is identified in proposed policy 5.7.1.5 and reference here is no longer necessary.
<b>5.5 Intensification Corridors</b>	<i>Amended</i>	MOPA 143	5.5.9 Major office development will be encouraged to locate within the Downtown, Major Nodes, Corporate Centres, and <b>Protected Major Transit Station Areas</b> . <b>Secondary office</b> 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.
<b>5.5 Intensification Corridors</b>	<i>Deleted</i>	MOPA 143	5.5.13 <b>Major Transit Station Areas</b> 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.
<b>5.5</b>	<i>Deleted</i>	MOPA 143	5.5.16 <b>Major Transit Station Areas</b> 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

Section	Change	OPA No.	Proposed Revisions, Deletions or Additions to MOP	Planning Rationale
<b>Intensification Corridors</b>			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.
<b>5.7 Major Transit Station Areas</b>	<i>Added</i>	MOPA 143	<p><b>Major Transit Station Areas</b> 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. <b>Major Transit Station Areas</b> 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 <b>Major Transit Station Area</b> is unique and will be planned based on its local context, growth potential and limitations to determine appropriate densities and <b>transit-supportive</b> 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 <b>transit-supportive</b> development in the short-term but are planned for future <b>transit-supportive</b> 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><b>Major Transit Station Areas</b> may include one or more City Structure elements defined in this Plan within its boundaries. The <b>Major Transit Station Areas</b> policies will be in addition to established Character Area policies of this Plan.</p> <p>The following policies implement a framework to facilitate <b>transit-supportive</b> development in <b>Major Transit Station Areas</b> 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 <b>Major Transit Station Area</b>, and included in other sections of this Plan; they will be determined through City-initiated studies.</p> <p>The boundaries of individual <b>Major Transit Station Areas</b>, 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 <b>Major Transit Station Area</b> 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 <b>Major Transit Station Area</b> 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 <b>Protected Major Transit Station Area</b></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.	
<b>5.7.1 General</b>	<i>Added</i>	MOPA 143	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>This Section provides general policies that apply to all MTSA. The policies identify all MTSA with delineated boundaries as PMTSA in accordance with the <i>Planning Act</i>.</p> <p>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>PMTSAs 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>
		MOPA 144	<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 <b>Major Transit Station Areas</b> in this Plan are <b>Protected Major Transit Station Areas</b>.</p> <p>5.7.1.4 The boundaries of <b>Protected Major Transit Station Areas</b> 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>	
		MOPA 143	<p>5.7.1.5 Where a City-initiated comprehensive planning study is required for a <b>Protected Major Transit Station Area</b>, the study will set out, among other matters, policies to support:</p> <ul style="list-style-type: none"> <li>a. an appropriate mix of land uses and amenities that foster vibrant, <b>transit-supportive</b> neighbourhoods;</li> <li>b. development to accommodate growth that respects the</li> </ul>	

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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 <b>Protected Major Transit Station Areas</b> 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>	
<b>5.7.2 Land Uses</b>	<i>Added</i>	MOPA 144	<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"> <li>a. a concentration of convenient, easily accessible office, retail and service commercial uses that meet the needs of local residents and employees; and</li> <li>b. employment opportunities, such as office, recreation, and institutional jobs.</li> </ul> <p>5.7.2.4 Development will contribute towards the creation of <b>transit-supportive</b> communities by:</p> <ul style="list-style-type: none"> <li>a. including a broad and balanced mix of land uses, with a range of residential and non-residential uses;</li> <li>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;</li> </ul>	<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>

Section	Change	OPA No.	Proposed Revisions, Deletions or Additions to MOP	Planning Rationale
			<ul style="list-style-type: none"> <li>c. including a range of employment uses to achieve a well balanced mix of office and retail uses;</li> <li>d. recognizing that some <b>Protected Major Transit Station Areas</b> will have limited opportunities to accommodate a mix of uses and varying building forms due to the existing and planned context;</li> <li>e. being subject to required land use compatibility assessments as identified by the City;</li> <li>f. protecting and mitigating against natural hazards including flood risk;</li> <li>g. identifying, protecting, restoring, and enhancing the Natural Heritage System and the Water Resource System, and promoting the establishment of natural linkages; and</li> <li>h. providing high quality and pedestrian-friendly public realm improvements to enhance connections to transit stations.</li> </ul>	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.
<b>5.7.3 Density</b>	<i>Added</i>	MOPA 144	<p>5.7.3.1 The required minimum residents and jobs combined per hectare for each <b>Protected Major Transit Station Area</b> 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>	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

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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 <b>Protected Major Transit Station Area Floor Space Index (FSI)</b> shown in Table 5-2: Protected Major Transit Station Areas.</p> <p>5.7.3.3 The minimum <b>Floor Space Index (FSI)</b> will be achieved over the long-term, and is a cumulative measure of planned density across the lands within a <b>Protected Major Transit Station Area</b>. Individual development proposals do not need to meet the minimum <b>Floor Space Index (FSI)</b> 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>
<b>5.7.4 Heights</b>	<i>Added</i>	MOPA 144	<p>5.7.4.1 Minimum and maximum building heights for <b>Protected Major Transit Station Areas</b> 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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<b>5.7.5 Compatibility</b>	<i>Added</i>	MOPA 143	<p>5.7.5.1 Development will:</p> <ul style="list-style-type: none"> <li>a. be compatible with surrounding uses;</li> <li>b. mitigate impacts to and not interfere with existing or future operations of adjacent uses in Employment Areas; and</li> <li>c. employ appropriate mitigation and compatibility measures as identified and secured through the development application review process.</li> </ul> <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"> <li>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;</li> <li>b. the recommended mitigation measures will contribute to an appropriate living environment and not pose a financial burden to future residents; and</li> <li>c. the use would not adversely affect the overall viability of employment lands and facilities.</li> </ul>	<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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<b>5.7.6 Urban Design</b>	<i>Added</i>	MOPA 143	<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"> <li>a. minimize surface parking;</li> <li>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</li> <li>c. provide a high standard of public and private realm <b>streetscape</b> 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.</li> </ul>	The proposed urban form policies promote transit-supportive development through reduced surface parking and a high standard of public and private realm streetscape design.
<b>5.7.7 Connectivity</b>	<i>Added</i>	MOPA 143	<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 <b>higher order transit</b> stations and stops.</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



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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>	pedestrian connections to create smaller walkable blocks with multiple routes to key destinations.
<b>5.7.8 Community Infrastructure, Parks and Open Spaces</b>	<i>Added</i>	MOPA 143	<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>	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.

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<b>5.7.9 Development Servicing</b>	<i>Added</i>	MOPA 143	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 <b>Major Transit Station Area</b> and if there isn't sufficient capacity, a servicing strategy shall be completed to the satisfaction of the Region of Peel.	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.
<b>5.7.10 Planned Major Transit Station Areas</b>	<i>Added</i>	MOPA 143	Planned <b>Major Transit Station Areas</b> do not have delineated boundaries or minimum density targets.  5.7.10.1 Planned <b>Major Transit Station Areas</b> are shown on Schedule 2: Intensification Areas.  5.7.10.2 Until such time as Planned <b>Major Transit Station Areas</b> are delineated, the existing City Structure and Character Area policies of this Plan will continue to apply.	The policies in this section clarify the status of Planned MTSAs 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 MTSAs and that until such time, the existing Official Plan policies will continue to apply.

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Table 5-2 Protected Major Transit Station Areas	Added	MOPA 144	<div>Table 5-2: Protected Major Transit Station Areas</div> <table><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><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>Britannia 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>Wolfeedale</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>Klein</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>Britannia</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>Eglington</td><td>HLRT-13</td><td>300</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>11i</td><td>11i</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>11i</td><td>11i</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>11i</td><td>11i</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>11n</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>300</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></table> <div>*Reference Code and Minimum Density Targets as per Region of Peel Official Plan</div>	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	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	Wolfeedale	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	Klein	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	Eglington	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	11i	11i	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	11i	11i	Hurontario Light Rail Transit	Burnhamthorpe	HLRT-8	400	1.00	11j	11j	Hurontario Light Rail Transit	Main	HLRT-9	400	1.00	11i	11i	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	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	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.
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																																																																																																																																																																																																																																																																																																																																																																																															
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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																																																																																																																																																																																																																																																																																																																																																																																															
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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																																																																																																																																																																																																																																																																																																																																																																																															
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Dundas Street Bus Rapid Transit	Credit Woodlands	DUN-6	100	1.00	11f	11f																																																																																																																																																																																																																																																																																																																																																																																															
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Dundas Street Bus Rapid Transit	Clayhill	DUN-9	100	1.00	11f	11f																																																																																																																																																																																																																																																																																																																																																																																															
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Dundas Street Bus Rapid Transit	Cawthra	DUN-14	160	1.00	11g	11g																																																																																																																																																																																																																																																																																																																																																																																															
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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																																																																																																																																																																																																																																																																																																																																																																																															
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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	Eglington	HLRT-13	300	1.40	11i	11i																																																																																																																																																																																																																																																																																																																																																																																															
Hurontario Light Rail Transit	Bristol	HLRT-14	160	1.00	11i	11i																																																																																																																																																																																																																																																																																																																																																																																															
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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	11i	11i																																																																																																																																																																																																																																																																																																																																																																																															
Hurontario Light Rail Transit	Burnhamthorpe	HLRT-8	400	1.00	11j	11j																																																																																																																																																																																																																																																																																																																																																																																															
Hurontario Light Rail Transit	Main	HLRT-9	400	1.00	11i	11i																																																																																																																																																																																																																																																																																																																																																																																															
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																																																																																																																																																																																																																																																																																																																																																																																															
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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																																																																																																																																																																																																																																																																																																																																																																																															
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Lakeshore West GO Rail	Clarkson GO	LWGO-2	150	1.00	11r	11r																																																																																																																																																																																																																																																																																																																																																																																															
8.3.2 Transit Design	Deleted	MOPA 143	8.3.2.2 <b>Major Transit Station Areas</b> will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of	This policy is removed as it will be included in the new Section 5.7 Major Transit Station Areas.																																																																																																																																																																																																																																																																																																																																																																																																	

Section	Change	OPA No.	Proposed Revisions, Deletions or Additions to MOP	Planning Rationale
			pedestrian, bicycle parking and commuter pick-up/drop-off areas.	
<b>8.6 Mobility Hubs</b>	<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 MTSAAs in these policies are removed due to repetitiveness as they are addressed in the new Major Transit Station Area Section 5.7.
<b>9.2.1 Intensification Areas</b>	<i>Deleted</i>	MOPA 144	9.2.1.8 The preferred location of <b><i>tall buildings</i></b> will be in proximity to existing and planned <b><i>Major Transit Station Areas</i></b> .	This policy is removed as it is related to building heights within PMTSAAs which is addressed in the new Section 5.7 Major Transit Station Areas.
<b>10.1 Introduction</b>	<i>Amended</i>	MOPA 143	10.1.8 <b><i>Transit-supportive</i></b> development with compact built form and minimal surface parking will be encouraged in Corporate Centres and <b><i>Corridors</i></b> .	Reference to Major Transit Station Areas is removed, as surface parking is addressed in the new Section 5.7 Major Transit Station Areas.
<b>15.1.1 General</b>	<i>Amended</i>	MOPA 143	15.1.1.2 Lands on a <b><i>Corridor</i></b> outside a <b><i>Protected Major Transit Station Area</i></b> , will be subject to the two storey	This policy is no longer applicable to PMTSAAs 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.
<b>15.3.1 Urban Design Policies</b>	<i>Amended</i>	MOPA 143	15.3.1.2.b encourage a high standard of public and private realm <b>streetscape</b> 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 MTSAs as all areas within the Gateway Corporate Centre are located within delineated PMTSAs. Therefore a reference to MTSAs is repetitive.
<b>15.3.1 Urban Design Policies</b>	<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 <b>streetscape</b> treatment, transit amenities, elevated and distinguishing rooflines;	This policy has been modified to remove reference to MTSAs to reduce repetitiveness and to simplify the wording.
<b>15.3.2 Land Use</b>	<i>Deleted</i>	MOPA 144	15.3.2.4.b at <b>Major Transit Station Areas</b> , 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.
<b>15.3.2 Land Use</b>	<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 MTSAs, as lands affected by this requirement



Section	Change	OPA No.	Proposed Revisions, Deletions or Additions to MOP	Planning Rationale
				are all within MTSAs. The modification will simplify the wording.
<b>15.3.2 Land Use</b>	<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 MTSAs, as lands affected by this requirement are all within MTSAs. The modification will reduce repetitiveness and to simplify the wording.
<b>17.1.1 General</b>	<i>Amended</i>	MOPA 143	17.1.1.1 Lands on a <b>Corridor</b> will not be subject to the two storey height minimum. Character Area policies may establish height requirements.	Reference to MTSAs and Intensification Corridors, which are entirely located within MTSAs, are removed. Building heights within MTSAs are addressed in the new Section 5.7 Major Transit Station Areas.
<b>17.1.5 Offices</b>	<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 <b>Protected Major Transit Station Areas</b> .	Reference to MTSAs is modified to PMTSAs 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
<b>20</b> <b>Glossary</b>	<i>Amended</i>	MOPA 143	<b>MAJOR TRANSIT STATION AREA</b> means the area including and around any existing or planned <b><i>higher order transit</i></b> 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 <b><i>Protected Major Transit Station Areas</i></b> in this Plan and subject to Regional approval.	The current Major Transit Station Area definition in the Official Plan glossary has been modified to align with the Growth Plan.

Section	Change	OPA No.	Proposed Revisions, Deletions or Additions to MOP	Planning Rationale
	Added	MOPA 143	<p><b>PROTECTED MAJOR TRANSIT STATION AREA</b></p> <p>means a <b><i>Major Transit Station Area</i></b>, 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 <b><i>Major Transit Station Areas</i></b> are Protected Major Transit Station Area in this Plan.</p> <p><b>TRANSIT-SUPPORTIVE</b></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>	Definitions for Protected Major Transit Station Areas and Transit-Supportive have been added to provide clarity and easy reference.

## 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 (PMTSAs).
- **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 PMTSAs 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 MTSAs. 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 MTSAs. 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 PMTSAs 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: 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 &amp; Building</p>	<p>Originator's files: CD.04-DUN</p> <hr/> <p>Meeting date: August 8, 2022</p>
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## Subject

### **RECOMMENDATION REPORT (WARDS 1-4 & 6-8)**

#### **Amendment to the Dundas Corridor Mixed Use Limited Designation**

## Recommendation

1. That the Dundas Corridor Policy Implementation Project – Official Plan Amendments approved by City Council on July 6, 2022 (Council Resolution 0153-2022 and Recommendation PDC-0070-2022), be amended by adding additional uses to the Mixed Use Limited designation, as shown in Appendix 1 to the report titled “RECOMMENDATION REPORT (WARDS 1-4 & 6-8),” dated July 15, 2022, from the Commissioner of Planning and Building.
2. That the recommendation of the report titled “Amendment to the Dundas Corridor Mixed Use Limited Designation,” dated July 15, 2022, from the Commissioner of Planning and Building constitutes a minor change to the Official Plan Amendments and that the change does not require any further public notice.

## Background

On July 6, 2022, City Council approved the Dundas Corridor Policy Implementation Project – Official Plan Amendments.<sup>1</sup> In response to a request received by a property owner to maintain the existing uses currently permitted on lands to be designated Mixed Use Limited, this report provides supplementary information and new recommendations for permitted uses.

<sup>1</sup> Recommendation Report, Item 5.7, available here: <https://pub-mississauga.escribemeetings.com/Meeting.aspx?Id=44e134f0-1086-405f-b147-dcdc52993249&Agenda=Agenda&lang=English>

## Comments

Following the Statutory Public Meeting held on the July 5, 2022 meeting of the Planning and Development Committee, a request was received from a property owner to maintain some of the currently permitted commercial uses in the Dixie Employment Area that were not captured as permitted uses under the new Mixed Use Limited designation. Staff undertook a further review of all uses permitted under the current Mixed Use and Employment policies compared to those proposed to be permitted under the new Mixed Use Limited designation. Staff see merit in continuing to allow the below listed commercial uses that are currently permitted along the Dundas Street Corridor. These uses are appropriate and would be in keeping with the vision for the Dundas Street Corridor. Staff are recommending the following uses continue to be permitted under the new Mixed Use Limited designation:

- banquet hall;
- media broadcast and communication facilities;
- commercial school, except for a truck driving school;
- conference centre; and
- entertainment, recreation and sports facilities.

These uses are to be included as permitted uses under the Mixed Use Limited designation as shown in Appendix 1.

## Financial Impact

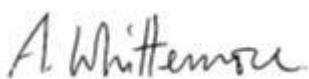
There are no financial impacts resulting from the recommendations contained in this report.

## Conclusion

This report recommends changes to the Dundas Corridor Policy Implementation Project – Official Plan Amendments approved by City Council on July 6, 2022, in response to a request to maintain some of the existing land use permissions under the new Mixed Use Limited designation. Adding the above listed commercial uses is appropriate, represents good planning and is consistent with the vision for the Dundas Street Corridor.

## Attachments

Appendix 1: Recommended Changes (Redlined) to Dundas Corridor Policy Implementation Project – Official Plan Amendments approved by City Council on July 6, 2022 through Council Resolution 0153-2022



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

Prepared by: Bashar Al-Hussaini, Planner, City Planning Strategies Division

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~~; a **text box** around the policies/maps means that they will be implemented through the City's Major Transit Station Area official plan amendment.

## 11.2.7 Mixed Use Limited

11.2.7.1 Lands designated Mixed Use Limited will permit all uses within the Mixed Use Designation, except:

- a. sensitive land uses, including residential; and
- b. drive-through facilities.

11.2.7.2 The following additional uses will be permitted:

- a. banquet hall;
- b. media broadcast and communication facilities;
- c. commercial school, except for a truck driving school;
- d. conference centre; and
- e. entertainment, recreation and sports facilities.

11.2.7.3 Notwithstanding the policies of this Plan, existing drive-through facilities will be permitted as they existed on the day these policies come into effect.

11.2.7.4 Residential uses and other sensitive land uses may be permitted without amendment to this Plan where the use:

- a. is appropriate in accordance with the policies of this Plan;
- b. can be appropriately designed, buffered and/or separated from Employment Areas and/or major facilities;
- c. is not impacted by adverse effects from air, vibration, noise, dust, odour and other fugitive emissions;

- d. does not pose a risk to public health and safety;
- e. prevents or mitigates negative impacts and minimizes the risk of complaints;
- f. has regard for City land requirements relating to hazard land identified through flood mitigation studies;
- g. does not compromise the ability of existing nearby employment uses to comply with environmental approvals, registrations, legislations, regulations and guidelines; and
- h. permits Employment Areas to be developed for their intended purpose.

11.2.7.5 The introduction of sensitive land uses, such as residential, should not negatively impact the continued viability of existing nearby businesses and industries.

11.2.7.6 Development on lands within a floodplain, will not be permitted prior to the completion of City-initiated flood studies and the construction of recommended mitigation measures where necessary.

11.2.7.7 A holding provision may be placed on lands where the ultimate desired use of the lands is specified but development cannot proceed until conditions set out in this Plan, or in an implementing by-law, are satisfied.

11.2.7.8 Conditions to be met prior to the removal of a holding provision, include but are not limited to the following:

- a. acceptance of compatibility assessments, as identified by the City;
- b. acceptance of flood mitigation recommendations; and
- c. all flood remedial works are complete and deemed functional to the satisfaction of the City, conservation authority, the Province and other regulatory bodies.