
Planning and Development Committee

Date: October 19, 2020
Time: 6:00 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 Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Ron Starr	Ward 6
Councillor Dipika Damerla	Ward 7
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 Saito	Ward 9 (ex-officio)

Participate Virtually and In Person

Advance registration is required to participate in person and/or make comment in the virtual public meeting. Please email deputations.presentations@mississauga.ca no later than Friday, October 16, 2020 at 4:00 p.m. Any materials you wish to show the Committee during your presentation must be provided as an attachment to the email. Links to cloud services will not be accepted. You will be provided with directions on how to participate from Clerks' staff.

Participate Via Telephone

Residents without access to the internet, via computer, smartphone or tablet, can participate and/or make comment in the meeting via telephone. To register, please call Angie Melo at 905-615-3200 ext. 5423 no later than Friday, October 16, 2020 at 4:00 p.m. You must provide your name, phone number, and application number if you wish to speak to the Committee. You will be provided with directions on how to participate from Clerks' staff.

Contact

Angie Melo, Legislative Coordinator, Legislative Services

905-615-3200 ext. 5423

angie.melo@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 Local Planning and Appeal Tribunal (LPAT), and may not be added as a party to the hearing of an appeal before the LPAT.

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

1. **CALL TO ORDER**

2. **DECLARATION OF CONFLICT OF INTEREST**

3. **MINUTES OF PREVIOUS MEETING**

3.1. Planning and Development Committee Draft Minutes - September 28, 2020

4. **MATTERS TO BE CONSIDERED**

4.1. PUBLIC MEETING INFORMATION REPORT (WARDS 1-11)

City Initiated Amendments for D (Development) Policies and Zone
File: CD.02-MIS

4.2. PUBLIC MEETING INFORMATION REPORT (WARD 2)

Southdown Local Area Plan – City Initiated Official Plan Amendment

4.3. PUBLIC MEETING INFORMATION REPORT (WARD 4 AND WARD 5) – Mississauga
Official Plan Amendment for the Uptown Major Node Character Area

5. **ADJOURNMENT**

City of Mississauga

Corporate Report



Date: September 25, 2020 To: Chair and Members of Planning and Development Committee	Originator's file: CD.02-MIS
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: October 19, 2020

Subject

PUBLIC MEETING INFORMATION REPORT (WARDS 1-11)

City Initiated Amendments for D (Development) Policies and Zone

File: CD.02-MIS

Recommendation

That the report dated September 25, 2020 from the Commissioner of Planning and Building regarding proposed amendments to Development Zone Provisions and Policies in Section 19.11 of Mississauga Official Plan and Section 12.3 of Zoning By-law 0225-2007, be received for information.

Background

The purpose of this report is to receive comments on proposed amendments to the official plan and zoning by-law to provide policy and regulatory guidance for Committee of Adjustment applications for lands zoned **D** (Development) in the Zoning By-law. Once a public meeting has been held and comments received, a final report with recommendations on the matter will be brought forward.

Origin of the D-zone and D-zone Official Plan Policies

There are a number of properties in the City with uses that had been established before the current zoning regulations and/or the City's first official plan were adopted. Over the years, the City has undertaken a number of official plan reviews to update the vision and/or to respond to provincial requirements. As a result, a number of these properties and their uses are no longer consistent with the future vision for the city. It is assumed that over time market conditions will be such that interest in redevelopment alternatives will be more compatible with the neighbourhood and official plan.

At the time of the comprehensive zoning review in the 2000's, properties with non-conforming uses in the new by-law were not zoned as the City did not want to pre-zone the lands in the absence of detailed studies and community consultation.

The City had to strike a balance of allowing existing, non-conforming uses to continue, but discourage any expansions without the completion of a detailed planning review process. As a result, the use of the **D** (Development) Zone was introduced to allow property owners to continue to use their property as they had at the time of the passage of the zoning by-law, provided the use and the building legally existed. The Zone restricted the use and size of the buildings to align with the uses and building sizes that existed on the date of passage of the new by-law.

The **D** zone was also applied to vacant sites to ensure any rezoning of these lands went through a detailed review and public consultation process.

COMMENTS

Since the **D** zone was enacted, property owners who seek to undertake additions or to change uses, but are not ready for a comprehensive redevelopment, have applied for minor variances at the Committee of Adjustment (the "Committee"). Many of these applications do not pass the four tests of a minor variance under Section 45 of the *Planning Act*, which are:

- Is the application minor in nature?
- Is it desirable for the appropriate development or use of the land, building or structure?
- Is it in keeping with the general intent and purpose of the zoning by-law?
- Is it in keeping with the general intent and purpose of the official plan?

Therefore due to the fact that the **D** zones were designed to only recognize existing uses and buildings, regulations for matters such as setbacks, coverage, parking, and gross floor area were not included in the by-law. As a result, there are no regulations against which proposals can be assessed.

Given the complexity of undertaking a comprehensive redevelopment, consideration should be given to how to allow sites with **D** zones to continue to be viable by allowing minor expansions and similar uses without jeopardizing the future vision for the neighbourhood.

PROPOSED MISSISSAUGA OFFICIAL PLAN AMENDMENTS

To address situations where it is appropriate to consider minor changes or expansions to the **D** Zone properties, it is proposed that a set of criteria be added to MOP. This will allow planning staff to evaluate applications and provide comments to the Committee of Adjustment regarding conformity with the four tests. A list of criteria is attached as Appendix 1.

The intention of the list is to identify circumstances where a new, similar use, or minor expansion/alteration to a building or structure is acceptable and would neither preclude the future, comprehensive redevelopment of the property, nor create a negative impact on the local area.

PROPOSED ZONING BY-LAW AMENDMENTS

In addition to the official plan policies, a set of regulations for minimum lot frontage, setbacks, height and size of addition is proposed to be added to the zoning by-law. This will give staff and members of the Committee of Adjustment a basis on which to assess proposed building alterations, including use under Section 45 (2) of the *Planning Act*. It will also give applicants guidance when seeking a minor variance for changes to the property. These proposed regulations are attached as Appendix 2.

Financial Impact

There is no financial impact associated with the proposed amendments to MOP or the Zoning By-law.

Conclusion

The proposed amendments are seeking to establish policies to apply to those sites where landowners are seeking minor expansions or minor changes in land use for lands zoned **D**. After the public meeting has been held, the Planning and Building Department will be in a position to make recommendations regarding the proposed amendments.

Attachments

Appendix 1: Proposed Criteria for Section 19.11 (MOP) Development Zone

Appendix 2: Proposed Criteria for Section 12.3 (By-law) Development Zone



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

Prepared by: Stephen Stirling, Manager, Special Projects

Proposed New Policies for Section 19.11 Development Zones

Criteria for the assessment of a minor variance application on properties with a "D" (Development) zone:

NEW POLICY

19.11.2 Lands with a "D" (Development) zone in the zoning by-law may be considered for a minor variance if the proposed use/alteration meets one or more of the following criteria:

- a. the proposed use is temporary/seasonal
- b. the proposed use is complementary to a concurrent rezoning application
- c. building additions and/or alterations are limited in scope
- d. the proposed use is compatible with adjacent land uses on and off the subject site, and will not have an adverse effect on the surrounding properties
- e. the site is not subject to environmental constraints
- f. the lands are not vacant

Proposed New Zone Regulations for Section 12.3 Development Zone

Built form regulations for properties with a D zone:

Table 12.3.2 – D Zone Permitted Uses and Zone Regulations

Column A		B
Line	ZONE	D
1.0		
PERMITTED USE		
2.0	DEVELOPMENT	
2.1	A building or structure legally existing on the date of passing of this By-law and the existing legal use of such building or structure	✓
ZONE REGULATIONS		
3.0	The erection of new buildings or structures and the enlargement or replacement of existing buildings and structures shall not be permitted	✓
4.0	The maximum erection of new buildings or structures and the enlargement or replacement of existing buildings and structures shall not be permitted to a maximum of 10% of the gross floor area legally existing on the date of the passing of this By-law	
5.0	MINIMUM FRONT YARD	7.5 m
6.0	MINIMUM INTERIOR SIDE YARD	7.5 m
7.0	MINIMUM EXTERIOR SIDE YARD	7.5 m
8.0	MINIMUM REAR YARD	7.5 m
9.0	MAXIMUM BUILDING HEIGHT	10.7 m

City of Mississauga

Corporate Report



Date: October 5, 2020

To: Chair and Members of Planning and Development Committee

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

Originator's files:
CD.21-CLA

Meeting date:
October 19, 2020

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 2)

Southdown Local Area Plan – City Initiated Official Plan Amendment

Recommendation

1. That the report titled "Southdown Local Area Plan – City Initiated Official Plan Amendment" dated October 5th, 2020 from the Commissioner of Planning and Building be received for information.
2. That submissions made at the Planning and Development Committee Public Meeting held on October 19, 2020, regarding the report titled "Southdown Local Area Plan - City Initiated Official Plan Amendment," dated October 5th, 2020 from the Commissioner of Planning and Building, be received.
3. That Staff report back to the Planning and Development Committee on the submissions made from the public, and comments made from circulated departments and agencies, regarding the proposed changes, outlining any modifications to the original proposed amendment, as necessary.

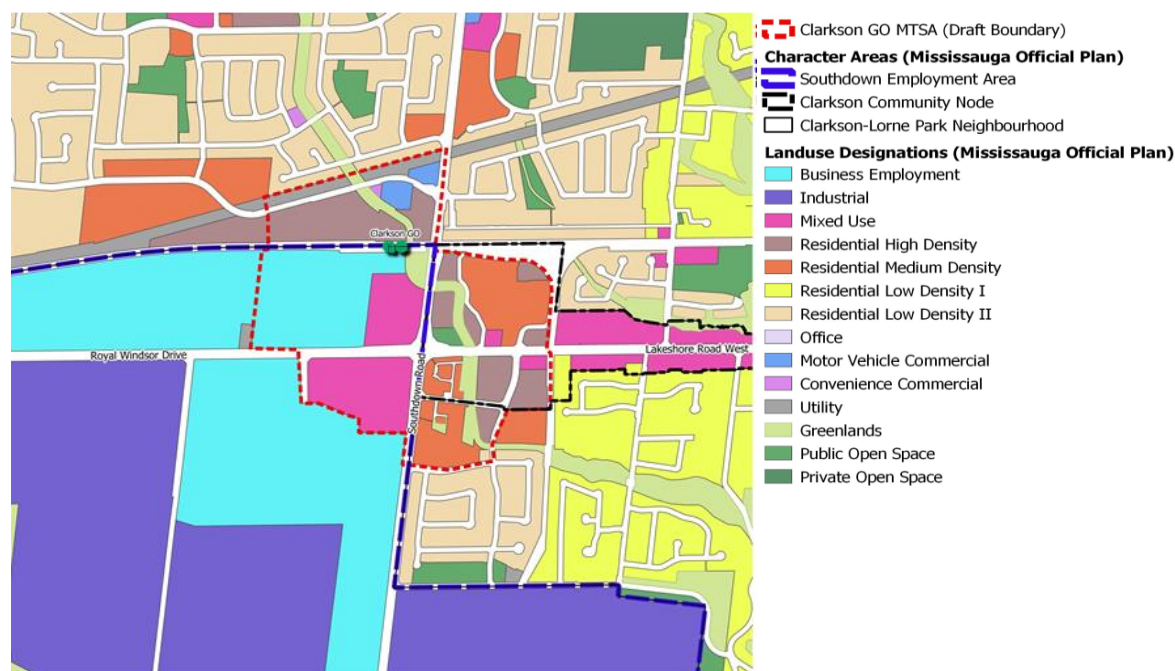
Background

As part of the planning process, the Province's Growth Plan establishes protocols for municipalities to plan for Major Transit Station Areas¹ (MTSA) around identified GO stations to accommodate a minimum density of 150 residents and jobs combined per hectare (Ha).

Accordingly, the City initiated the [Clarkson Transit Station Area \(TSA\) Study](#) in coordination with the Region of Peel to evaluate the growth potential of the area surrounding the Clarkson GO station as a Major Transit Station Area (MTSA). Figure 1 shows the delineation of the draft boundary of the Clarkson GO MTSA, which includes lands located within the Southdown Employment Area. An additional 6,000 residents and jobs combined will be required within the Clarkson GO MTSA to meet the minimum density target.

¹ A Major Transit Station Area (MTSA) is defined as an area within an approximate radius of 500 to 800 metres from an existing or planned transit station or a stop, representing about a 10-minute walk.

Figure 1 : Draft boundary of Clarkson GO MTSA

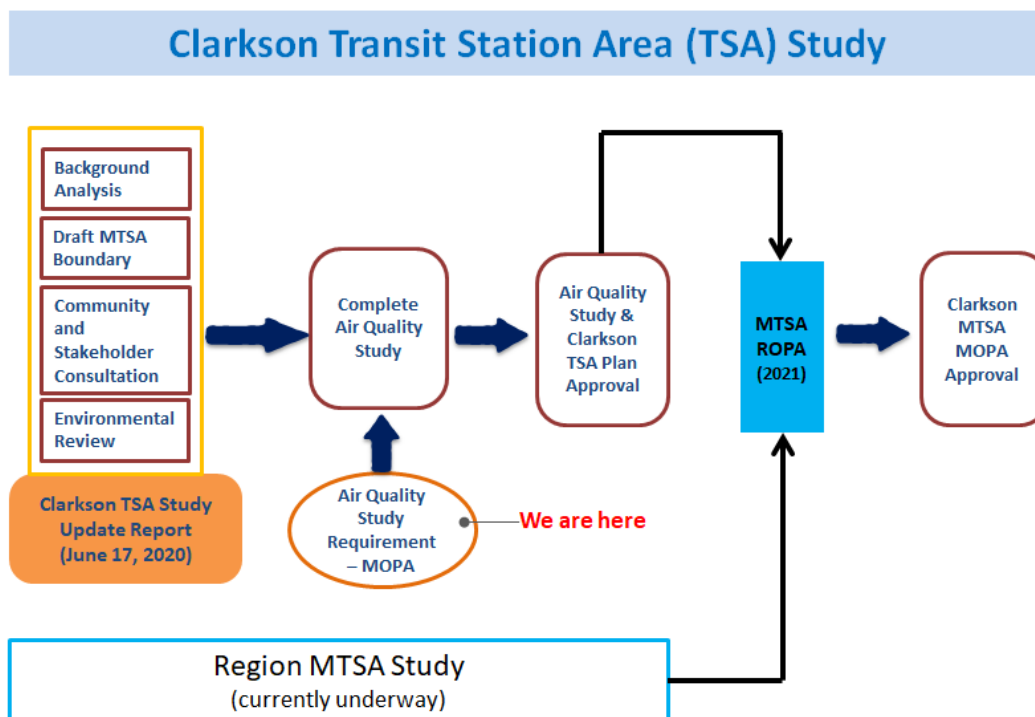


With MTSA planning, both the Region and the City have specific roles. The Region's primary function is to identify and delineate MTSAs across the Region in coordination with local municipalities. The City's responsibility is to support the Region through its local knowledge and various studies such as the Clarkson TSA Study. The [Region's MTSA project](#) is well underway and will conclude with a Regional Official Plan Amendment (ROPA) sometime in the new year. Subsequently, the City will conform to the new regional policies by bringing forward Mississauga Official Plan Amendments (MOPAs) for various MTSAs across the city, such as in Clarkson.

On June 17th 2020, Council approved receipt of the report titled "Clarkson Transit Station Area Study Update Report" (See report in Appendix 1) which directed staff to proceed with the next steps. These are being undertaken in concert with the regional MTSA planning work.

Specifically, staff were directed to prepare a MOPA in two stages. The first stage is to complete a MOPA to require an Air Quality Study in consideration of any proposed sensitive land uses (i.e. residential) within the Southdown Employment Area section of the Clarkson GO MTSA, once delineated. The second stage would be to prepare a MOPA to implement the land use vision and master plan established through the Study. It is prudent for the City to advance the OPA in two stages to ensure that consideration will be given to air quality prior to changing any land uses within the Southdown Employment Area (see figure 2).

Figure 2: Clarkson TSA Study Process



Comments

Preliminary environmental and land use compatibility analysis conducted for the Clarkson TSA Study identified concerns related to local air quality specific to the Southdown Employment Area.

As such, the completion of an Air Quality Study was recommended for this area. The findings from this study will guide the completion of the Clarkson TSA Study in determining whether future sensitive uses are appropriate and identify any necessary mitigation measures to be implemented. Once complete, the Clarkson TSA Study and any land use change recommendations will be brought forward for Council's consideration. Community consultation will continue throughout the process.

Proposed Mississauga Official Plan Amendment (MOPA):

Considering the need for an Air Quality Study in this area, Staff propose that the Mississauga Official Plan be amended to add the following policy within Section 10 of the Southdown Local Area Plan:

"10.4 Sensitive Land Uses

Prior to and as a condition of a development application being deemed complete which proposes a sensitive land use on the lands included within the boundary of the Southdown Employment Area and within the delineated boundary of the Clarkson GO Major Transit Station Area once it has been established, an Air Quality Study must be completed in accordance with the City's Terms of Reference and to the satisfaction of the City of Mississauga and appropriate approval authorities. The City of Mississauga may refuse to accept or further consider such a

development application where an Air Quality Study is not submitted or is not satisfactory to the City and appropriate approval authorities.”

The proposed amendment aligns with the current Provincial, Regional and Mississauga Official Plan and Policies as outlined in Appendix 2.

Next Steps:

It should be noted that a landowner within the draft boundary of the Clarkson GO MTSA has initiated an Air Quality Study in July 2020 based on a set of Terms of Reference prepared by staff. The study is expected to be completed in early 2021.

The findings of the Air Quality Study will be used to determine the appropriate land use recommendations culminating in the completion of the Clarkson TSA Study and the preferred plan for the area. The Clarkson TSA Study will be brought forward for Council consideration before proceeding with the drafting of the implementing official plan policies. The official plan policies will address land uses, building heights, density and local road patterns among other things. As indicated earlier in the report, the regional MTSA ROPA will have to be in place (expected sometime in 2021) prior to any MOPA being approved by City Council.

Financial Impact

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

Conclusion

The proposed policy amendment does not recommend changes to current land use designations. The proposed policy amendment intends to enable City staff, Council and relevant approval authorities to determine whether future intensification through the introduction of new sensitive uses is appropriate within the Clarkson GO MTSA and the Southdown Employment Area and can coexist with the surrounding industries.

Comments received on the proposed amendments outlined in this report will be considered and staff will report back to the Planning and Development Committee on submissions made.

Attachments

Appendix 1: Clarkson Transit Station Area Study Update Report to Council, dated June 5, 2020.

Appendix 2: Southdown Local Area Plan – City Initiated OPA: Conformity to Provincial, Regional and Mississauga Official Plan Policies



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

Prepared by: Taral Shukla, Planning Associate, City Planning Strategies
Romas Juknevičius, Acting Manager, City Planning Strategies

City of Mississauga

Corporate Report



Date: June 5, 2020

To: Mayor and Members of Council

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

Originator's files:

CD.21-CLA

Meeting date:
June 17, 2020

Subject

Clarkson Transit Station Area Study Update Report

Recommendations

That the report titled "Clarkson Transit Station Area Study Update Report", dated June 5, 2020 from the Commissioner of Planning and Building be received and that staff be directed to proceed with next steps as outlined in this report.

Report Highlights

- The Province's "A Place to Grow 2019" requires municipalities to plan for intensification around transit corridors by delineating Major Transit Station Areas (MTSAs) to meet minimum densities. Mississauga has approximately 64 existing and planned MTSAs.
- The Clarkson Transit Station Area Study (TSA) has been initiated as a pilot study to provide a planning framework that will guide future transit orientated development in the area to achieve the minimum density as prescribed by the Growth Plan.
- The additional growth required to meet the minimum density could be achieved with the introduction of mixed use development, including residential uses, or continuing with only employment uses within the Southdown Employment Area.
- A comprehensive Air Quality Study is required before staff will contemplate any residential/sensitive use requests from landowners within the Southdown Employment Area.

Background

A Major Transit Station Area (MTSA) is defined as an area within an approximate 500 to 800 metre radius of an existing or planned transit station or a stop, representing about a 10-minute walk. The provincial Growth Plan for the Greater Golden Horseshoe 2019 (update from 2017)

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requires municipalities to plan for MTSA's to achieve minimum density targets of 150 residents and jobs combined per hectare (ha) at GO rail stations and 160 residents and jobs combined per ha at Light Rail Transit/Bus Rapid Transit stations.

Mississauga has a total of approximately 64 existing and planned MTSA's. The Region of Peel (Region) in coordination with the City of Mississauga (City) is required by the Province to lead the delineation of MTSA boundaries. The Region has initiated the regional MTSA study with their first community meeting held in July 2019. The Region is currently working on drafting MTSA policies, which are to be presented to Regional Council in June 2020. Community engagement is scheduled to occur this fall and a recommendation report is expected to be presented to Regional Council by early 2021.

Following a Regional Official Plan amendment to incorporate the MTSA boundaries, the City will amend its Official Plan to do the same, in addition to identifying appropriate land uses, building heights and other policies to meet the minimum density targets. Alternative density targets may also be approved by the Minister of Municipal Affairs and Housing.

Considering the Province's plan for Regional Express Rail¹ on the Lakeshore West GO rail corridor, the Growth Plan identifying this line as a Priority Transit Corridor² and the potential opportunities for intensification on lands surrounding the Clarkson GO station, staff initiated the [Clarkson Transit Station Area Study](#) as a pilot MTSA study in coordination with the Region.

Comments

The Clarkson Transit Station Area Study (TSA) is a comprehensive planning exercise to evaluate the potential intensification opportunities and constraints towards creating a vibrant, walkable and transit supportive community in the area surrounding the Clarkson GO Station. The following general objectives framed the basis of the Study:

- Review the existing and planned functions of the Clarkson- Lorne Park neighbourhood, Clarkson Village and Southdown Employment Area for lands in proximity to the Clarkson GO Station.
- Delineate the Clarkson GO MTSA boundary and evaluate the potential of the area to accommodate the minimum density of 150 residents and jobs combined per ha, as mandated by the Growth Plan 2019.
- Engage the local community and businesses, landowners and other stakeholders throughout the process to identify existing opportunities, address challenges and obtain input for future development within the area towards creating a transit supportive community.
- Evaluate the impacts of intensification with a mix of uses, such as residential, while considering its proximity to existing industries.

¹ Through Regional Express Rail (RER) program, Metrolinx has planned electrification of the Lakeshore West GO corridor to provide 15 minute two-way all day service.

² Priority Transit Corridors are identified in the Growth Plan 2019 (Schedule 5). Priority Transit Corridors include planned or under implementation higher order transit corridors, i.e. transit corridors that have their own dedicated right-of-way such as GO rail lines, light rail transit, bus rapid transit, and subways and, are targeted for intensification to support transit viability. Accordingly, the Kitchener GO rail corridor, Lakeshore GO west rail corridor, 403 Transitway and Hurontario LRT are identified as Priority Transit Corridors within Mississauga as per the Growth Plan.

- Assess the current retail market environment surrounding the GO station and within the Clarkson Village and identify any future impacts with increased growth around the GO station.
- Develop a preferred plan, policy directions and implementation framework for the MTSA boundary area.

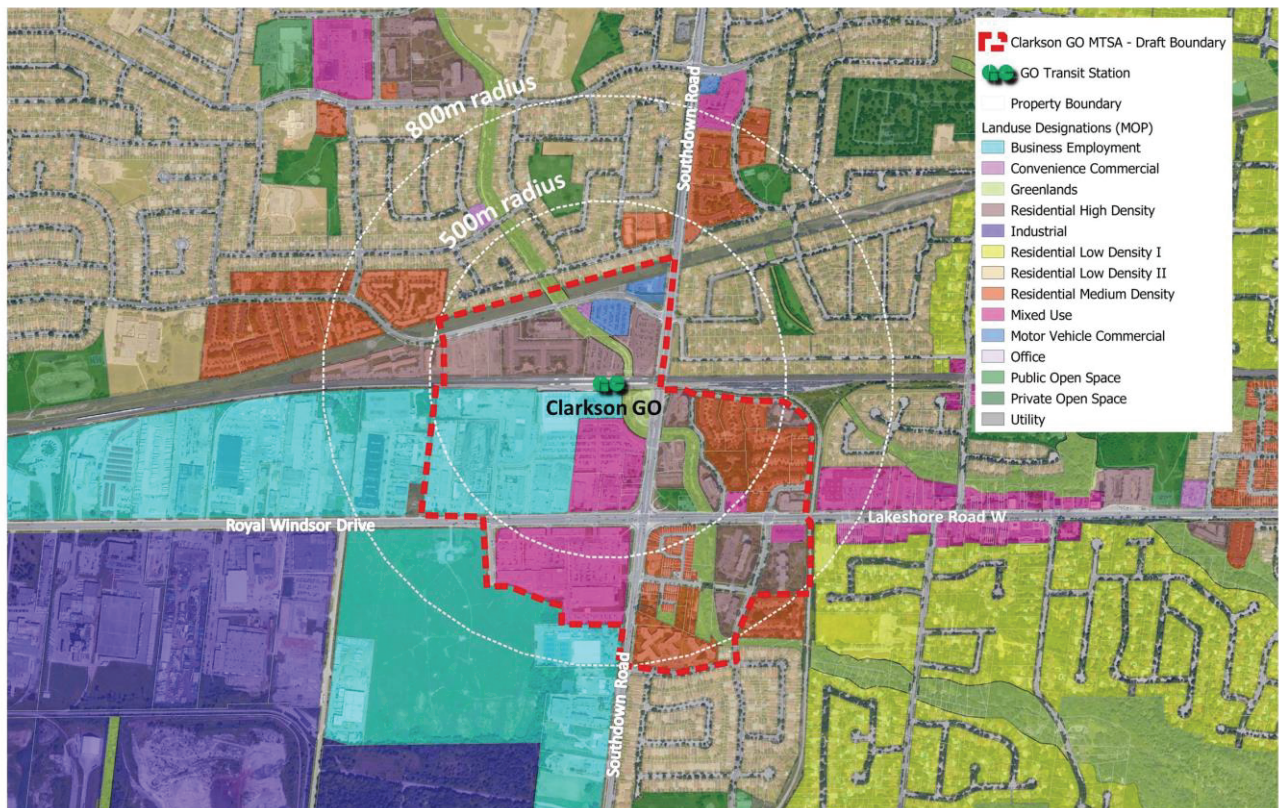
This report provides an update on four key study components:

- MTSA Boundary Area
- Target Density Analysis
- Land use Compatibility Analysis
- Clarkson GO MTSA - Air Quality Study Requirements

MTSA Boundary Area

As required by the Growth Plan, a draft boundary of Clarkson GO MTSA has been delineated considering several factors including an approximate 10 minute walking distance within 500 to 800m radius of the Clarkson GO station, land use designations, parcel fabric and potential for intensification, as shown in Figure 1 below.

Figure 1: Draft boundary of Clarkson GO MTSA



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The boundary area surrounding the Clarkson GO Station includes a diverse range of land use designations within three Character Areas, namely, Clarkson-Lorne Park Neighbourhood Area, Clarkson Village Community Node and Southdown Employment Area.

- Clarkson-Lorne Park Neighbourhood is located to the north of the Clarkson GO Station and south-east of the Southdown Road. This is a stable residential neighbourhood comprised of single detached houses, townhouses and mid-rise residential buildings up to 8 storeys.
- Clarkson Village Community Node lies to the east of the Clarkson GO Station and Southdown Road, which comprises of a mix of street related shops with apartments above and some plazas along the “main street” of Lakeshore Road. Residential uses primarily consist of townhouses and buildings ranging in height from 8 to 22 storeys, the tallest buildings being closest to the Clarkson GO Transit Station.
- Southdown Employment Area is located to the south of the Clarkson GO Station and west of the Southdown road, which primarily includes heavy to light industrial establishments. Part of the Southdown Employment area, immediately south of the Clarkson GO Station is designated as mixed use, which majorly comprises of commercial and retail uses surrounded by large parking areas, including the Clarkson Crossing Shopping Centre. The mixed use designated lands within Southdown Employment Area only permit employment, retail and commercial related uses on such sites and prohibit non-employment uses such as residential.
- Other uses within the area include a City owned works yard, parks and open spaces and the Canadian Tire heritage designated gas station just north of the GO station.

The boundary area with existing conditions analysis was presented to the community and stakeholders to seek their input and frame the vision and guiding principles for the Clarkson TSA Study. Members of the public were particularly interested in improving the vibrancy of the area, increasing multi-modal connections to the GO station and creating more park spaces.

Landowners within the boundary were generally supportive of allowing more intensification in the area and many requested mixed-use (including residential) permissions where they presently do not exist. Some landowners just outside the boundary expressed a desire for the MTSA boundary to be expanded to capture more lands (particularly to the west).

During the community meetings, concerns were raised about the proximity of the western boundary to existing industries within Southdown Employment Area and how the findings of the Clarkson Airshed Study, 2010 were going to be addressed (see below).

Target Density Analysis

The minimum density of 150 residents and jobs per ha can be accommodated by planning for both jobs (offices) and/ or residential uses within the boundary area. To meet this minimum target density, an addition of approximately 6,000 residents and/ or jobs is required within the boundary area.

To test the potential of the boundary area to accommodate the minimum density target of 150 residents and jobs per ha, three redevelopment concepts were prepared. Each option illustrated

how the additional required growth could be achieved by varying the heights and types of buildings on potential redevelopment sites.

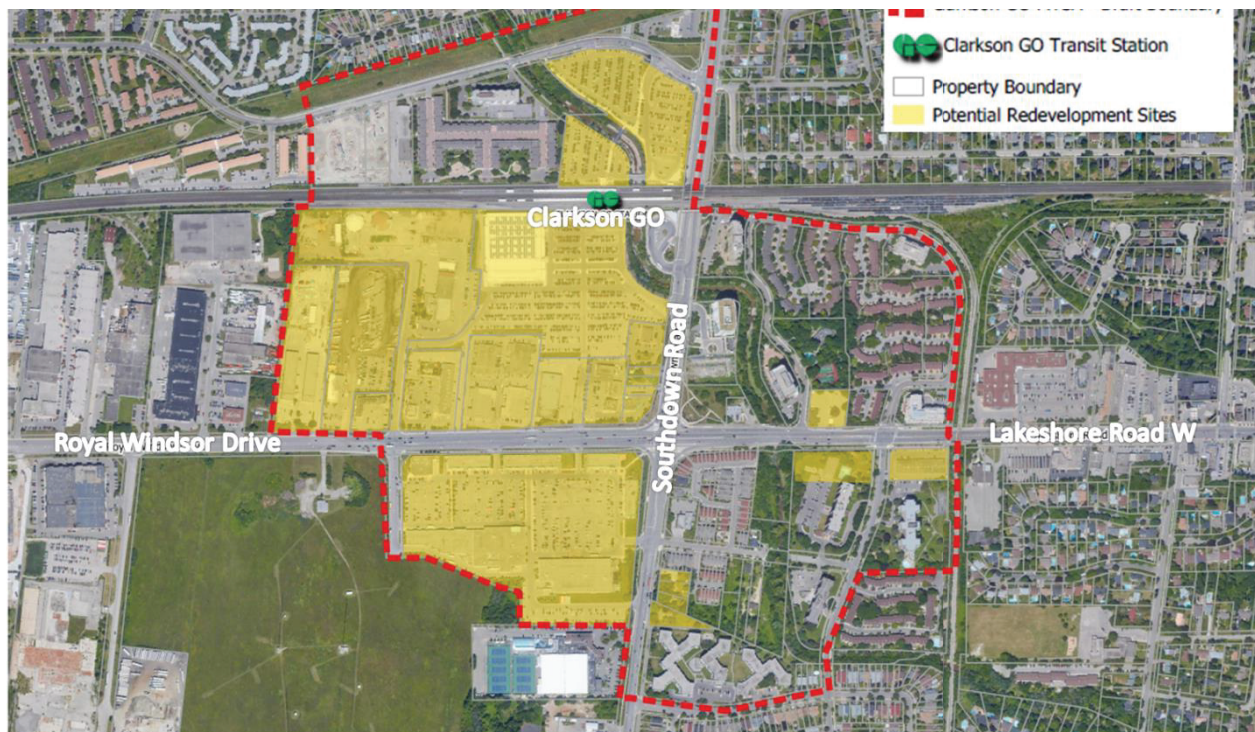
- Option 1 'Uniform or Balanced approach' - Density distribution visualized mid-rise buildings ranging from three to ten storeys, proposed on all potential development sites in the boundary area.
- Option 2 'Transitional approach' – Density distribution visualized tallest buildings ranging from 12 to 16 storeys on potential sites closest to the GO station, with heights transitioning down to mid-rise and low-rise buildings ranging from three to eight storeys to relate with the height and character of the surrounding area and existing neighbourhoods towards the edge of the boundary area.
- Option 3 'Central approach' – Density distribution visualized majority of the redevelopment as high-rise buildings ranging from 26 to 40 storeys on a limited number of redevelopment sites located adjacent the GO station.

These options were presented at a community workshop and on an online survey. The majority of the community members were in favour of Option 2 – Transitional approach as the most preferred scenario.

Land-use Compatibility Analysis

A majority of the potential redevelopment sites in the Clarkson GO MTSA boundary are located south of the Clarkson GO station and within the Southdown Employment Area, as shown in Figure 2 below.

Figure 2: Potential Redevelopment Sites within Clarkson GO MTSA boundary



An environmental analysis was conducted to review the types of local industries in the Southdown Employment Area to determine land use compatibility requirements, including a review of the Clarkson Airshed Study, 2010 findings. The environmental report made several recommendations to address the potential introduction of non-employment uses such as residential uses within the Clarkson TSA and the Southdown Employment Area. (Refer report in Appendix 1)

The Southdown Employment Area accommodates some of the largest manufacturing and long-standing industries in the City. These industries require large sites, lake and/or rail access and most importantly substantial buffering from sensitive uses³ as per the current provincial D-6 guidelines to ensure land use compatibility. Environmental analysis conducted for Clarkson TSA study indicates that the areas proposed for redevelopment fall within the area of influence of these industries (Refer to Appendix B of the report in Appendix 1).

Land use policies for Southdown Employment Area do not permit development of residential uses and the Province has identified Southdown Employment Area as a part of a Provincially Significant Employment Zone (2019). As such, a land use conversion process is required to be conducted by the Region and approved by the Province, before amendments to the City's Official Plan permitting residential uses can be considered.

Considering current land use permissions, intensification on such sites can presently only occur in the form of employment (i.e. planning for addition of jobs). However, market demand for high-density employment uses (offices) is presently not strong in the area.

Introducing residential use permissions to lands on the eastern edge of the Southdown Employment area would greatly accelerate the creation of a transit oriented community. It would also not result in the displacement of any major industries on the lands since they are currently occupied by retail users. However, further analysis is required to ensure that such sensitive uses are not adversely impacted by and are compatible with the operations of the existing industries and employment uses outside the MTSA boundary.

Clarkson Airshed Study

The Province had commissioned the Clarkson Airshed Study in 2010, which identified concerns with local air quality. The study identified local industries, truck traffic and the QEW corridor as significant local sources of pollutants taxing the Clarkson airshed.

Following the findings of the Clarkson Airshed Study, recent monitoring data indicate that there has been a general improvement in air quality within the area. Although such data is not conclusive, as it does not capture emissions of all major pollutants including Volatile Organic Compounds (VoCs), as identified in the Clarkson Airshed Study. As such, the environmental analysis conducted for the Clarkson TSA study recommends that an air quality study be undertaken prior to considering any sensitive uses on the identified parcels within the study area. (Refer to Figure 6 and 7 of the report in Appendix 1).

Clarkson GO MTSA - Air Quality Study Requirement

Staff are recommending an air quality study be prepared before residential uses are contemplated along the eastern edge of the Southdown Employment Area. The air quality study

³ Sensitive land uses are non-employment uses including and not limited to schools, daycares, places of worship, healthcare facilities and residential land uses.

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would account for results generated through two processes involving an Ambient Air Quality Monitoring program and Dispersion Modelling. Findings of the air quality monitoring will provide a comprehensive representation of the ambient air quality of the Clarkson TSA. While, dispersion modelling will estimate cumulative impacts of all industries within the area to help analyze the local air quality concentrations and meteorological conditions such as wind direction and terrain levels impacting proposed heights and land uses at block levels within Clarkson TSA.

The Air Quality Monitoring program is required to be conducted for a minimum of six months, including the summer period. The current COVID-19 situation has resulted in reduced economic activity, with many businesses being inactive or operating at reduced capacity and truck and vehicular traffic volumes being relatively lower. As such, air quality monitoring conducted in the next coming months may not accurately represent typical ambient air quality concentrations. Accordingly, it is recommended that approval be received from the City and their Consultants prior to proceeding with any air quality monitoring program at this time.

A Terms of Reference (ToR) outlining the requirements to conduct the air quality study has been drafted (Appendix 2).

The air quality study will assist staff to:

- Determine the status of current air quality of the area.
- Determine whether it is appropriate and safe to introduce sensitive land uses within the eastern boundary of the Southdown Employment Area and Clarkson GO MTSA.
- Recommend any required mitigation measures as needed.

Next Steps:

Terms of Reference to be shared with Landowners

Staff have been in discussions with Slate Asset Management LP, the landowner of 2105- 2075 and 2077-2087 Royal Windsor Dr. who would like to determine whether the City would consider a mixed use development including residential land-uses on their site. Their proposed concept plan is not permitted without City, Regional and Provincial approval. Slate Asset Management LP is willing to conduct the Air Quality Study at their expense or in collaboration with other landowners of adjacent properties including Metrolinx and RioCan, who are also interested in proposing residential uses on their sites.

Staff will share the Terms of Reference with the interested landowners and other stakeholders as necessary. Given limited project resources and staff with expertise in air quality analysis, staff recommend retaining a peer reviewer to conduct a review of any Air Quality Study.

Official Plan Amendment

Staff recommend that the requirement of an Air Quality Study be included in the Official Plan, and that such study would be subject to Council approval, prior to an application for any proposed sensitive land use changes within the Clarkson MTSA or Southdown Employment Area is deemed complete. In addition, development proponents will also have to demonstrate adherence to the Province's D-Series guidelines.

Concept Plan Development

Concurrent to the land-use compatibility work, the project team continued with drafting a preferred concept plan considering elements such as a conceptual built-form, connections and public spaces, mobility and placemaking. This work will provide an implementation framework for the Clarkson TSA, subject to the recommendations of the land use compatibility study.

Financial Impact

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

The cost of retaining a peer reviewer is estimated to be between \$10,000 to \$30,000, which would be incurred after an air quality study is submitted by an applicant to the City and is proposed to be funded through the City Planning Strategies capital project 17975 account #715601 for MTSA work.

Conclusion

Clarkson TSA Study will lay an implementation framework to guide future growth within the area to achieve the minimum density target of 150 residents and jobs per hectare. The additional growth could be achieved with the introduction of mixed use development including residential uses, or continuing with only employment types of uses as permitted within the Southdown Employment Area. To determine whether it is appropriate to consider residential use permissions on lands within the Southdown Employment Area, staff are recommending an Air Quality Study be completed. A comprehensive Air Quality Study will ensure any potential new development is appropriate and safe for future residents, while respecting the economic viability of the Southdown Employment Area.

Attachments

Appendix 1: Clarkson Air Quality, Noise & Vibration and Radiofrequency Compatibility Overview Study

Appendix 2: Terms of Reference - Air Quality Study



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THE PLANNING PARTNERSHIP

Clarkson Air Quality, Noise & Vibration and Radiofrequency Compatibility Overview Study

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1.0

Introduction

The City of Mississauga (the City) is undergoing a planning program to intensify land uses surrounding the Clarkson Major Transit Station Area (MTSA) that would also change the intensity of uses in the area. As part of this program, the City is proposing to develop policies for land development that can achieve a minimum density of 150 residents and jobs per hectare. This translates to a minimum addition of 4,000 to 5,000 residents and jobs within 500 to 800 m of the Clarkson GO Station. To achieve this target requires that parts of the lands within the Southdown Employment Area (SEA) be occupied by offices or mid to high density residential uses.

The SEA is considered one of the City's heaviest industrial areas with significant economic importance, and includes a range of industrial uses (e.g., machinery fabrication, automotive part manufacturing, chemical manufacturing, aggregate facilities, wastewater treatment plants, etc.) as well as a blend of mixed-use lands, commercial lands, and undeveloped lands. Based on the City's 2015 Municipal Comprehensive Review of Employment Lands, in comparison to other employment areas within the City's boundary the SEA has one of the third largest shares of vacant land, totalling approximately 154 hectares (380 acres). The existing residential land uses in the immediate vicinity of the employment area are a mix of medium- and low-density.

Introducing sensitive land uses in close proximity to industry can result in adverse effects at the sensitive land uses. The MTSA proposal assessed in this report includes introducing a mix of commercial and residential uses in the lands within the SEA. The objective of this study is to complete a screening-level study of the MTSA proposed plan as it relates to air quality, noise, and vibration as well as radio frequency impact, in order to comment on potentially incompatible land uses and provide the City with recommendations to be able to further assess possible land-use conversions under the MTSA.

2.0

Description of the Study Area

2.1

Study Area

Approximately half of the study area is within the SEA, in the City of Mississauga (**Figure 1: Clarkson MTSA Southdown Employment Area and the Clarkson Transit Station Area Boundary**). The SEA is bound by Lake Ontario to the east, Winston Churchill Boulevard to the south, Canadian National (CN) Railway tracks to the west, and Southdown Road and 4th Road East to the north. This area is primarily zoned as 'Employment'. The north and east sides of the Employment Area are surrounded by low-rise residential neighbourhoods. On the south side, the area borders Lake Ontario. The areas immediately adjacent to the north of the SEA are CN railway tracks. The area to the north of the railway tracks consist of mixed

commercial and residential uses. The Clarkson Go Station is located at the north-east corner of the SEA, in proximity to the Southdown Road and Royal Windsor Drive intersection.

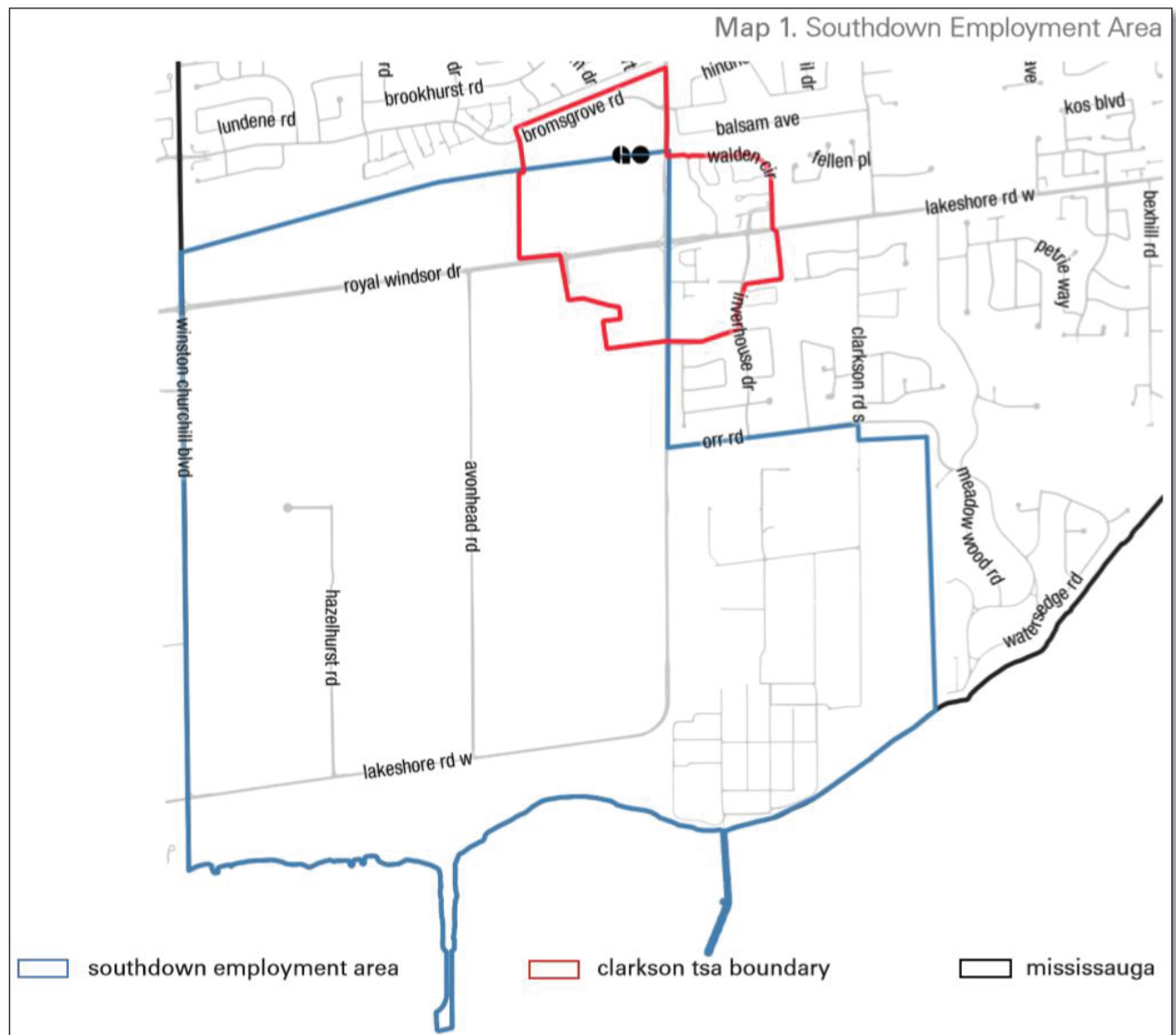


Figure 1: Clarkson MTSA Southdown Employment Area and the Clarkson Transit Station Area Boundary

(Source: Clarkson TSA Study, July 23 2019)

2.2 Preliminary Preferred MTSA Plan

The proposed Preliminary Preferred MTSA Plan (The Plan) being assessed is centered on the Clarkson Mississauga GO Transit station, and generally includes the greater area adjacent to the Royal Windsor Drive, Lakeshore Road West and Southdown Road intersection (approximately 80 hectares). The Plan proposes to intensify the usage of the surrounding Clarkson MTSA and also proposes changes to some of its use. This is proposed to include having some green lands, mixed use, office, open space, residential

(medium and high density), and heritage sites. The Plan also includes enhanced streetscapes, bike lanes, multi-use trails, retail at-grade, and new parks. Proposed mixed use, residential and office space areas are primarily proposed to be to the West of Southdown Road with development heights generally ranging from 5 to 25 storeys.

Roughly half of the Plan area is located within the Southdown employment Area, which includes Class I, II, and II industrial facilities. Some areas near and within the Plan include industrial commercial, industrial general, industrial heavy, and utility usages. Existing residential areas are primarily located to both the east of the Southdown Road and to the North-West of the Clarkson GO station and rail line. Existing employment and commercial areas are generally located along the Southdown Road and Royal Windsor Drive. The MTSA is presented in **Figure 2: MTSA as of August 26th, 2019**.

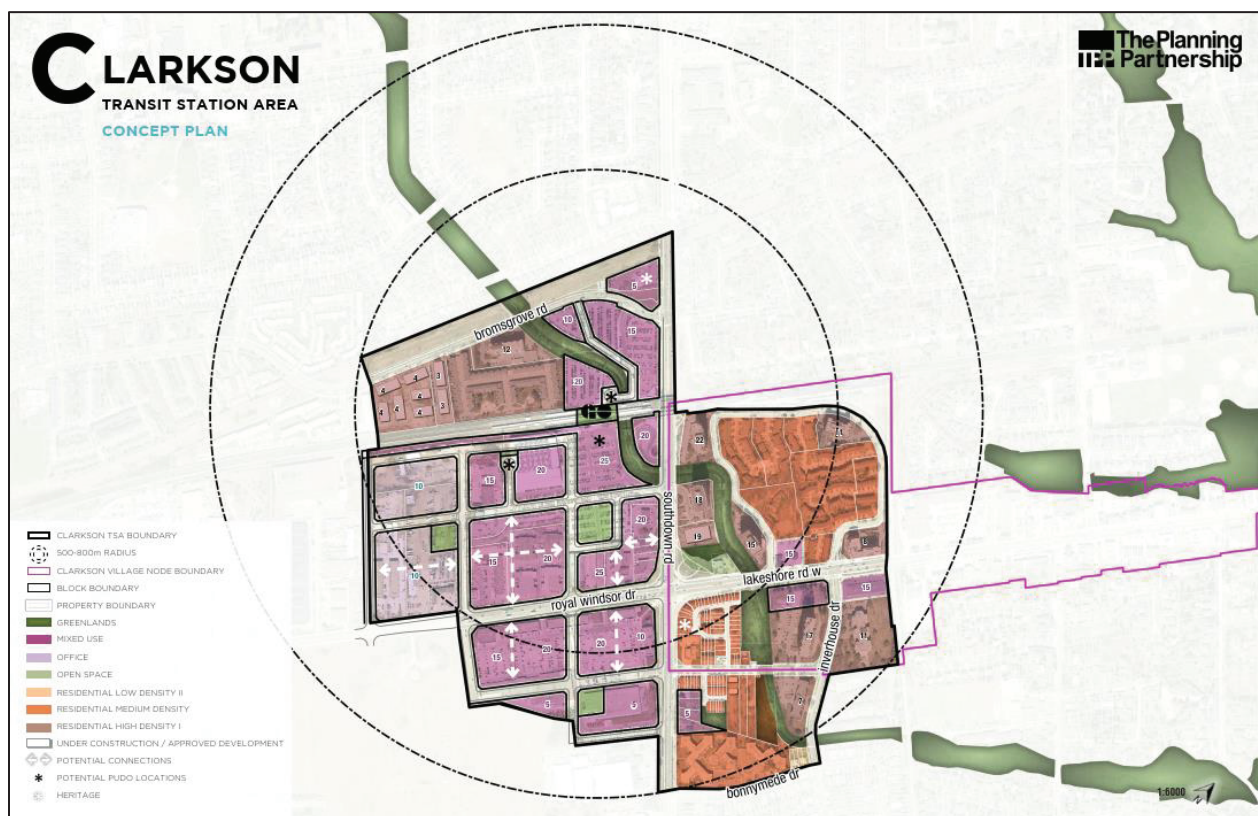


Figure 2: MTSA as of August 26th, 2019

2.3 Local Industries

Within the SEA there are over 50 industries, including manufacturers in the automotive, chemical manufacturing and transport, cement, transportation and logistics, aggregate, and wastewater treatment sectors. Also included in area is the CFRB1010 AM transmission antenna array, which broadcasts Radio Frequency (RF) at 1,010 kHz. This assessment is focussed on compatibility between

these industries and the proposed sensitive land uses within the MTSA. An in-depth consideration of the industries in the vicinity of the MTSA is presented later in the report.

3.0 Applicable Acts, Regulations, and Guidelines

This section provides an overview of the provincial framework and processes that establish the basis for this high-level environmental impact review in the context of land use planning.

3.1 Environmental Protection Act

The 1990 *Ontario Environmental Protection Act* (EPA) is the overarching environmental law in the Province. The purpose of the Act [Section 3. (1)] is “to provide for the protection and conservation of the natural environment”. In general, the management of impacts to individual environmental media (e.g., air, water, soil) is addressed within separate regulations enacted under the EPA. From a land-use compatibility context, Section 9 and Section 14.1 of the EPA are applicable to the understanding of an industry’s obligations. Section 9 (1) states:

- “No person shall, except under and in accordance with an environmental compliance approval,*
- (a) use, operate, construct, alter, extend or replace any plant, structure, equipment, apparatus, mechanism or thing that may discharge or from which may be discharged a contaminant into any part of the natural environment other than water; or*
 - (b) alter a process or rate of production with the result that a contaminant may be discharged into any part of the natural environment other than water or the rate or manner of discharge of a contaminant into any part of the natural environment other than water may be altered...”*

Under Section 9 of the EPA it is clearly stated that all industrial uses require an Environmental Compliance Approval (ECA) to operate. This is discussed further under Ontario Regulation 419/05 (the regulation which describes the supporting assessments and documents to obtain an ECA). In summary, Section 9 requires that all industries undergo a technical assessment, including modelling, of their air and noise emissions and the impacts on the surrounding environment. Section 14 of the EPA states:

“...a person shall not discharge a contaminant or cause or permit the discharge of a contaminant into the natural environment, if the discharge causes or may cause an adverse effect...”

The implication of these sections is that all industries which have discharges to the environment – including air emissions and noise emissions – must operate under an approval and, regardless of their approval, may not cause an adverse effect. The EPA defines an adverse effect as:

- “(a) impairment of the quality of the natural environment for any use that can be made of it,*
- (b) injury or damage to property or to plant or animal life,*
- (c) harm or material discomfort to any person,*
- (d) an adverse effect on the health of any person,*
- (e) impairment of the safety of any person,*
- (f) rendering any property or plant or animal life unfit for human use,*

*(g) loss of enjoyment of normal use of property, and
(h) interference with the normal conduct of business;"*

The adverse effect clause in the EPA is often used in the assessment of nuisance complaints such as noise or odour in a land use compatibility context. This is due to the fact that nuisance contaminants are not assessed at all locations off-site in the preparation of an Environmental Compliance Approval (ECA). For example, odours are not typically assessed at an industrial facility. Therefore, when considering land use changes which may introduce new sensitive receptors in an area, it is important to consider both an industry's current ECA and their operations with respect to nuisance contaminants.

The Ministry of the Environment, Conservation and Parks' (MECP) regulations and guidelines for air, noise and vibration fall under the EPA. **Table 1** provides an overview of the provincial regulations and guidelines that are applicable to the regulation and assessment of air, noise, and vibration.

Table 1: Selected Provincial Environmental Regulations and Guidelines

	Regulations and Guidelines	Environmental Studies and Requirements
General	<ul style="list-style-type: none"> • D-Series Land Use Compatibility Guidelines • D-1 Guideline: Land Use Compatibility • D-2 Compatibility between Sewage Treatment and Sensitive Land Use • D-3 Environmental Considerations for Gas or Oil Pipelines and Facilities • D-4 Land Use On or Near Landfills and Dumps • D-6 Guidelines: Compatibility between Industrial Facilities 	<ul style="list-style-type: none"> • Land use compatibility studies and mitigation measures
Air Quality	<ul style="list-style-type: none"> • Ontario Regulation 419/05 (Air Pollution – Local Air Quality) • Ontario Regulation 1/17 (Registrations under Part II.2 of the Act – Activities Requiring Assessment of Air Emissions) • Air Contaminants Benchmarks List: Standards, Guidelines and Screening Levels for Assessing Point of Impingement Concentrations of Air Contaminants • Ontario's Ambient Air Quality Criteria - Sorted by Contaminant Name 	<ul style="list-style-type: none"> • Environmental Compliance Approval (ECA) • Environmental Activity and Sector Registry (EASR) • Emission Summary and Dispersion Modelling (ESDM) Report • Fugitive Dust Management Plan
Noise/Vibration	<ul style="list-style-type: none"> • NPC-300 Environmental Noise Guideline: Stationary and Transportation Sources • NPC-207 – Impulsive Vibration in Residential Buildings 	<ul style="list-style-type: none"> • Air & Noise Environmental Compliance Approval • Environmental Activity and Sector Registry (EASR) • Acoustic Assessment Report • Noise Abatement Action Plan

	Regulations and Guidelines	Environmental Studies and Requirements
Odour	<ul style="list-style-type: none"> Ontario Regulation 419/05 (Air Pollution – Local Air Quality) Ontario Regulation 1/17 (Registrations under Part II.2 of the Act – Activities Requiring Assessment of Air Emissions) 	<ul style="list-style-type: none"> Air & Noise Environmental Compliance Approval Environmental Activity and Sector Registry (EASR) Odour Best Management Practices Plan Odour Control Report

3.2 D-Series Guidelines

The MECP has published *Land Use Compatibility Guidelines*, referred to as the D-Series of Guidelines (1995). The D-Series Guidelines were prepared under the legislative authority of the *Planning Act*, the EPA, and the Environmental Assessment Act (EAA). The intent of the Guidelines is to minimize or prevent, through the use of buffers and separation of uses, the encroachment of incompatible land uses. The guideline delegates responsibility to the planning authorities within the Province to identify when the D-Series of Guidelines is applicable and requires they be followed where needed. It is important to note that this extends both to the introduction of sensitive land uses on existing industrial lands and vice versa. While the Guidelines were designed to deal with new applications, they provide a useful benchmark for understanding land use conflicts / incompatibility. The Guideline provides definition of three classes of industry (Class I, Class II, and Class III), as well as minimum recommended separation distances and potential areas of influence for each class.

The industrial facilities classes are defined in the Land Use Compatibility guidance document as followed:

Class I Industrial Facility

“A place of business for a small scale, self-contained plant or building which produces/stores a product which is contained in a package and has low probability of fugitive emissions. Outputs are infrequent, and could be point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration. There are daytime operations only, with infrequent movement of products and/or heavy trucks and no outside storage.”

Class II Industrial Facility

“A place of business for medium scale processing and manufacturing with outdoor storage of wastes or materials (i.e., it has an open process) and/or there are periodic outputs of minor annoyance. There are occasional outputs of either point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration, and low probability of fugitive emissions. Shift operations are permitted and there is frequent movement of products and/or heavy trucks during daytime hours”

Class III Industrial Facility

“A place of business for large scale manufacturing or processing, characterized by: large physical size, outside storage of raw and finished products, large production volumes and continuous movement of products and employees during daily shift operations. It has frequent outputs of major annoyance and there is high probability of fugitive emissions.”

The D-Series Guidelines do not provide for a pass/fail assessment of compatibility between industrial and sensitive land uses, but recommend when a technical assessment should be performed. Based on the classes described above, the Ministry has recommended Potential Influence Areas for industries. These areas represent the separation distance between industry and sensitive receptors within which studies should be performed to demonstrate the uses are compatible.

The Land Use Compatibility: Procedure for Implementation Guideline (D-1-1 Land Use Compatibility and Procedure for Implementation) provides guidance for how land use authorities can protect people and the environment from nuisance impacts from industrial areas. The D-1-1 Guideline explicitly notes that developers of land hold the primary responsibility for identifying and implementing the necessary measures to make a development environmentally acceptable. The MECP further states that this Guideline must be considered during the development applications, land use related plans, as well as municipal official plans, amendments and municipal secondary plans. Section 7.6 of Guideline D-1-1 provides guidance on when site plan control can be used as a tool for requiring study under the D-Series. To this extent a municipality may consider whether changes to the Official Plan are appropriate to allow for site plan control which allows requirements for specific mitigation on a per-development basis.

Section 7.5 of the D-1-1 Guideline indicates that plans of larger developments (specifically subdivision/condominium and consents to sever) located within an area of influence only be permitted *“...if there are no compatibility problems, or if the proponent can demonstrate how incompatibilities will be satisfactorily mitigated to the level of a trivial impact.”*

The D-6 Guidelines’ three types of industrial facilities and their respective potential areas of influence are summarized in **Table 2**. The MECP acknowledges that it may be difficult to achieve the recommended minimum separation distance in designated mixed use areas. The guidelines indicate that it is the responsibility of the proponent to carry out the appropriate land use compatibility studies. Compatibility studies are part of the development review process, and involve site-specific modelling exercises based on the ‘worst case scenario’. These studies help in determining the appropriateness of introducing sensitive land uses in proximity of industrial establishments.

Table 2: MECP Guidelines on Compatibility Between Industry and Sensitive Uses

Facility Type	Definition	Areas of Influence	Recommended Minimum Separation Distance
Class I Industrial Facility	<ul style="list-style-type: none"> • Small scale and self-contained plant or building • Stores/produces product in a contained package with low probability of fugitive emissions • Infrequent outputs which could be point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration • Operates only during the daytime • Infrequent movement of products and/or heavy trucks 	70 metres	20 metres
Class II Industrial Facility	<ul style="list-style-type: none"> • Medium scale processing/manufacturing building • Outdoor storage of wastes or materials (i.e., it has an open process) • Occasional outputs of either point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration, and low probability of fugitive emissions • Allows for shift operations and frequent movement of products during daytime hours 	300 metres	70 metres
Class III Industrial Facility	<ul style="list-style-type: none"> • Large scale manufacturing or processing business • Includes outside storage of raw and finished products, large production volumes, continuous movement of goods, and high probability of fugitive emissions • Frequent outputs of major annoyance and daily shift operations 	1000 metres	300 metres

Source: MECP, 1995

Assessments under the D-Series Guidelines typically follow the general procedure outlined in Ontario Regulation 419/05 as described in the following section. One area where Series Guidelines may differ from these procedures is in the use of Ontario's Ambient Air Quality Criteria in lieu of the Ministry's Air Contaminants Benchmark list. The D-6 Guidelines are referenced further in the technical assessment portion of this report.

3.2.1 Ontario's Ambient Air Quality Criteria (AAQC)

The AAQC are the most relevant set of air quality criteria with respect to land use compatibility assessments. Whereas the MECP's standards (described in Section 3.3) are to be used for assessing the impact of a single industry, the AAQC can be used to holistically evaluate ambient air quality in an area (i.e., considering **all** industries as well as transboundary and background contributors). In this way, the AAQC are useful to determine if a location is suitable for a proposed land use irrespective of the contribution of a single industrial source, but in consideration of all sources (industrial, transportation, etc.). Depending on the type of Air Quality (AQ) contaminants, the AAQC are based on nuisance or human health impact. Relevant AAQC's are presented in the Local Air Quality section.

3.3 Ontario Regulation 419/05 – Air Quality

The MECP's Environmental Compliance Approval (ECA) process provides a framework with which industries are required to assess their environmental impact. ECAs – or an alternative, simpler approval known as an Environmental Activity and Sector Registry (EASR) application, regulated under Ontario Regulation 1/17 – are issued by the MECP under Section 9 of the EPA. The MECP does allow for certain activities to be exempted from the requirement to hold an ECA, and the list of exemptions is included in O. Reg. 524/98. Activities that are exempt are typically lower risk, as previously determined by the MECP, such as: standby power systems, small wood fuel burning equipment (less than 50kW), and residential air conditioning units.

The MECP requires any industry applying for approval under an ECA or EASR to perform an assessment of air emissions as described in Ontario Regulation 419/05 (O.Reg 419) which pertains to local air quality. O.Reg. 419 outlines the requirements of a technical assessment as well as the standards to be used. The general process of an air quality technical assessment to obtain an ECA or EASR follows these steps:

1. Industries quantify emission rates for each point of release on site.
2. Emissions are assessed using an approved air dispersion model. Point of impingement concentrations of regulated air contaminants (e.g., NO_x, acrolein) are assessed through dispersion modelling at and beyond the property boundary of the facility being assessed. Receptor locations are defined in grid formation with varying resolutions, depending on setback distance from the subject industry (i.e., coarser resolution is used with increased distance from the facility). *Existing* discrete receptors, including elevated receptors (i.e., air intakes and balconies/terraces of multi-storey buildings) are also included in the pool of receptor locations. Nuisance impacts such as dust and odour are assessed at all *existing* discrete sensitive receptors (e.g., houses, schools, apartment buildings balconies).
3. The predicted ambient air concentrations of regulated air contaminants are compared against the Ministry's Air Contaminants Benchmark list (ACB) to determine compliance.

The implications of O.Reg 419 from a land use compatibility perspective are:

- All industries which operate in compliance with an approval will individually meet the air quality standards for regulated contaminants at all off-site locations, regardless of existing land use. These assessments do not account for the existing ambient concentrations of air contaminants.
- Adding new elevated receptors, such as medium to high density residential to an area may represent new regulatory obligations for industries and potentially lead to compliance issues, as these locations may not have been assessed during the regulatory approval process.
- Adding sensitive receptors in proximity to industry may result in compliance issues for those industries due to nuisance complaints (i.e., odour, dust complaints), as O.Reg 419 does not require assessment of nuisance complaints at most non-existing sensitive land uses.

3.4 NPC-300

The 2013 Environmental Noise Guideline: Stationary and Transportation Sources (NPC-300 Guideline) is the primary guideline used in Ontario to regulate noise emissions. The MECP introduced the Environmental Noise Guideline: Stationary and Transportation Sources (NPC-300 Guideline) in 2013 to address inconsistencies of sound level limits between previous guidelines, including NPC-205, NPC-232, LU-131 and the Noise Assessment Criteria in Land Use Planning: Requirements, Procedures and Implementation.

NPC-300 is designed to address the development of noise sensitive land uses adjacent to noise emitting facilities, including industrial and commercial facilities. Section B10 of the NPC-300 Guidelines states that it is the responsibility of the proponent to ensure that sound level criteria are met and appropriate mitigation measures are in place for stationary noise sources.

According to NPC-300, an agreement for noise mitigation must demonstrate the following:

- The stationary source has the ability to comply with the applicable sound level limits at the new noise sensitive land use;
- Provide certainty that receptor based noise control measures are implemented and maintained;
- Provide consistency for planning noise sensitive land use(s) in the proximity of stationary source(s);
- Address the continuous responsibilities of all the parties to the agreement; and,
- Describe the noise control measures and provide information about how these measures will result in compliance with the applicable sound level limits.

NPC-300 also outlines applicable noise criteria for sensitive land use development associated with surrounding industrial and commercial stationary noise sources. The noise criteria are defined using area classifications (not to be confused with the D-6 industrial classifications), which are based on the receptor's existing acoustical environment. NPC-300 area classifications are as follows:

- Class 1 – Urban Area
- Class 2 – Semi-Urban / Semi – Rural
- Class 3 – Rural Area
- Class 4 – Areas of Redevelopment and Infill

Different noise guideline limits apply to each area classification, as presented in **Table 3**.

Table 3: Stationary Noise Exclusionary Limits

Assessment Location	Time Period	Exclusionary Sound Level Limit - L_{eq} 1hr			
		Class 1	Class 2	Class 3	Class 4
Plane of window for living area or sleeping quarters	Daytime (07:00 - 19:00)	50 dBA	50 dBA	45 dBA	60 dBA
	Evening (19:00 - 23:00)	50 dBA	50 dBA	40 dBA	60 dBA
	Night-time (23:00 - 07:00)	45 dBA	45 dBA	40 dBA	55 dBA
Outdoor points of reception	Daytime (07:00 - 19:00)	50 dBA	50 dBA	45 dBA	55 dBA
	Evening (19:00 - 23:00)	50 dBA	45 dBA	40 dBA	55 dBA

3.5 NPC-207

The MECP (formerly Ministry of the Environment) publication NPC-207 is titled: *Impulse Vibration in Residential Buildings* (Nov. 1983) and it is intended to provide assessment method for determining vibration levels inside occupied residential building that are caused by operation of stationary sources of vibration at industrial facilities (e.g., stamping presses, forging hammers). The publication also provides vibration limits for frequent and infrequent impulses of vibration. The vibration limits are expressed in terms of peak vibration velocity in mm/s and duration of impulses.

3.6 Health Canada Radiofrequency Safety Code 6 (2015)

In June 2015, Health Canada issued Human Exposure Guideline limits for radiofrequency electromagnetic energy in the frequency range of 3 kHz to 300 GHz. The guide (also referred to as Safety Code 6), explains the associated potential impact of exposure to Radiofrequency (RF) fields on human health and specifies reference levels for electric and magnetic field strengths. The standards are developed based on acute exposure to RF fields that may result in localized heating or stimulation of excitable tissue (e.g., nerve stimulation). The biological response to RF fields is a function of quantum of energy absorption, which depends on the frequency, strength and orientation of the incident fields. On the receiver end (biological response), it also depends on the body mass and its electric properties. The Absorption of RF energy is described in term of Specific Absorption Rate (SAR) (Health Canada, 2015). The electric field and magnetic field standards are set based on SAR or Nerve Stimulation (NS) and are summarized in **Tables 4** and **5**, respectively.

Table 4 – Electric Field Strength Reference Levels – Health Canada

Frequency (MHz)	Reference Level Basis	Reference Level (ERL) (V/m, RMS)		Reference Period
		Uncontrolled Environment	Controlled Environment	
0.003 – 10	NS	83	170	Instantaneous
1.0 – 10	SAR	$87 / f^{0.5}$	$193 / f^{0.5}$	6 minutes

Note:

Uncontrolled environment condition refers to internal electric field strength starting at 1.10 MHz, instantaneous RMS

Controlled environment condition refers to internal electric field strength starting at 1.29 MHz, instantaneous RMS

Frequency 'f' is in MHz. NS: Nerve Stimulation SAR: Specific Absorption Rate

For instantaneous reference levels, at no time the specified levels shall be exceeded.

Table 5 – Magnetic Field Strength Reference Levels – Health Canada

Frequency (MHz)	Reference Level Basis	Reference Level (ERL) (V/m, RMS)		Reference Period
		Uncontrolled Environment	Controlled Environment	
0.003 – 10	NS	90	180	Instantaneous
1.0 – 10	SAR	$0.73 / f$	$1.6 / f$	6 minutes

Note:

Uncontrolled environment condition refers to internal electric field strength starting at 1.10 MHz, instantaneous RMS

Controlled environment condition refers to internal electric field strength starting at 1.29 MHz, instantaneous RMS

Frequency 'f' is in MHz. NS: Nerve Stimulation SAR: Specific Absorption Rate

For instantaneous reference levels, at no time the specified levels shall be exceeded.

4.0

Air Quality Review

The following describes the outline of the air quality study presented in this section:

1. Measured concentrations of selected air contaminants within the MTSA are presented in order to describe local air quality.
2. Local meteorological conditions are presented in the form of wind speed and direction. Wind conditions will dictate the dispersion of contaminants within an air shed and are important when considering the impacts of an individual industry on surrounding land uses.
3. Local industries are presented. Only those industries which are expected to contribute substantially to the local air shed have been discussed.
4. The MTSA is presented with a discussion of the design parameters which impact land use compatibility from an air quality perspective for both nuisance contaminants and general air contaminants.
5. Summary recommendations are provided.

4.1 Existing Local Air Quality

4.1.1 Clarkson Airshed Study

In 2001 in response to concerns from the local community the MECP began an ambient air quality monitoring program within the Clarkson Airshed, designated as the Clarkson Airshed Study (the CAS). The CAS focussed on identifying significant sources of air pollutants, ambient air quality monitoring, evaluating contributions from local major industry in comparison to transboundary sources, as well as investigating and discussing abatement options for local industries within the greater Clarkson region. This region is defined in the CAS as the area bounded by Chartell Road (becomes Eighth Line, north of Highway 403), Dundas Street, and Glengary Road, and Lake Ontario. The study was separated into four parts where Part 1 focused on limited monitoring within residential areas, Part 2 on greater and more detailed ambient air quality monitoring, Part 3 on assessing air quality dispersion modelling and source contribution from more distant sources, and Part 4 on ongoing monitoring. In Part 2 the Clarkson Airshed Study conducted the most detailed monitoring, including monitoring of seven pollutants being: total suspended particulates (TSP); inhalable particulate matter (PM₁₀); respirable particulate matter (PM_{2.5}); nitrogen oxides (NO_x); nitric oxide (NO); nitrogen dioxide (NO₂); and volatile organic compounds (VOCs). Monitoring was completed over 22 months at six air quality monitoring stations.

Station #46117 (Industrial East) and Station #46128 (Industrial Centre) are closest to the MTSA, (1,350 and 1,150 metres, respectively). During a subsequent phase of the study, three more ambient air quality stations were deployed for additional monitoring of selected VOCs, acrolein, acrylonitrile, and dichloromethane in the area surrounding the MTSA at the following locations:

- 2255 Royal Windsor Drive;

- 2509 Royal Windsor Drive; and,
- 2645 Royal Windsor Drive.

The results from this additional monitoring were included in an addendum to the Phase 2 Clarkson Airshed Study. Relevant Phase 2 results are presented below in the context of the MTSA.

The CAS provides a good review of historical local air quality, although it is important to note that there have been significant changes to the area's industries and air emission contributors. Unprocessed data was not included in the CAS report; results are included in this report in the statistical form they were originally presented (e.g., 98th percentile maximum). These results can be used to understand the trends in air quality within the Clarkson Airshed over the duration of the CAS.

4.1.1.1

Nitrogen Dioxide - NO₂

Results from the CAS show that 98th percentile 24 hr and maximum 1 hr ground-level concentrations of NO₂ were below the AAQC. This indicates that during the CAS, NO₂ concentrations within the airshed were typically within the “desirable concentration... used to assess general air quality resulting from all sources of a contaminant to air”¹. A summary of the result for the two stations closest to the proposed development area are provided in **Table 6** and **Table 7**.

Table 6: Clarkson Airshed Study 24-hr NO₂ Monitoring Results

Station Name	NO ₂ – 24 Hour		
	Average (2003 – 2005)	98th percentile (2003 – 2005)	Ambient Air Quality Criteria
Industrial East	14 ppb	40 ppb	100ppb
Industrial Centre	17 ppb	38 ppb	

Table 7: Clarkson Airshed Study 1-hr NO₂ Monitoring Results

Station Name	NO ₂ – Max 1 Hour			Ambient Air Quality Criteria
	2003	2004	2005	
Industrial East	74 ppb	134 ppb	53 ppb	200 ppb
Industrial Centre	50 ppb	75 ppb	70 ppb	

¹ Ontario's Ambient Air Quality Criteria, <https://www.ontario.ca/page/ontarios-ambient-air-quality-criteria-sorted-contaminant-name>, Accessed November 6th, 2019

4.1.1.2

Particulate Matter (fine fraction) - PM_{2.5}

Results from the CAS showed elevated concentrations of PM_{2.5}. The 24 hr 98th percentile PM_{2.5} concentrations were equal to the AAQC. It should be noted that this occurred infrequently (by definition 98th percentile concentrations are exceeded 2% of the time or 8 days per year for a 24-hour standard) and is not unique to the Clarkson Airshed; PM_{2.5} occasionally exceeds the AAQC in much of Southwestern Ontario. Average and 98th percentile concentrations from the CAS are summarized in **Table 8**.

Table 8: Clarkson Airshed Study PM_{2.5} Monitoring Results

Station Name	PM _{2.5} – 24 Hour		Ambient Air Quality Criteria ¹
	Average	98 th Percentile	
	2003-2005	2003-2005	
Industrial East	7 µg/m ³	27 µg/m ³	27 µg/m ³
Industrial Centre	11 µg/m ³	25 µg/m ³	

¹The Ambient Air Quality Criteria for PM_{2.5} is currently 30, however the Canada Wide Standard for this contaminant is proposed to decrease to 27 µg/m³ in 2020, therefore this value was used for conservativeness

4.1.1.3

Particulate Matter - PM₁₀

Results from the CAS showed that average 24-hour ground-level concentrations of PM₁₀ were below the AAQC. A summary of the results are provided below in **Table 9**.

Table 9: – Clarkson Airshed Study PM₁₀ Monitoring

Station Name	PM ₁₀ – 24 Hour	
	Average	Ambient Air Quality Criteria
	2003-2005	
Industrial East	17 µg/m ³	50 µg/m ³
Industrial Centre	19 µg/m ³	

4.1.1.4

Volatile Organic Compounds - VOCs

Sampling results from the CAS showed elevated ground-level concentrations of certain volatile organic compound (VOCs). **Table 10** shows the results of the initial CAS along with results of additional monitoring within the SEA of selected VOCs, including acrolein, which was completed in an addendum to the CAS. It can be seen that for the VOCs presented in **Table 10**, there were exceedances of the AAQC. At the time of the study there were no AAQC or ACB limits for benzene. These results suggest that the MTSA may require consideration from an air quality perspective prior to implementing any proposed changes to land use within the study area, especially for any residential developments.

Table 10: Clarkson Airshed Study Selected VOC Monitoring Results

Contaminant	Location of Max	Max (µg/m³)	Average (µg/m³)	Ambient Air Quality Criteria		
				Threshold	Limiting Effect	Averaging Time
Benzene	Industrial East	0.92 µg/m³	0.82 µg/m³	0.45 µg/m³	Health	Annual
Dichloromethane ^t	Industrial Centre	245.00 µg/m³	NA	220.0 µg/m³	Health	24 hr
Acrolein ^{i,t}	2645 Royal Windsor	3.94 µg/m³	NA	0.40 µg/m³	Health	24 hr
	2509 Royal Windsor	2.14 µg/m³	NA			
	2255 Royal Windsor	1.85 µg/m³	NA			

ⁱ Data for Acrolein summarized from the *Clarkson Airshed Study - A Scientific Approach to Improving Air Quality - Addendum to Part II - The Ambient Air Monitoring Program: South Mississauga (Clarkson) and Oakville Sampling Results for Acrolein, Acrylonitrile and Dichloromethane in Ambient Air, Summer 2007*

^t Average ground-level concentrations were not available at the time of this report.

4.1.2 Local Air Quality – Current

It is recognized that the data collected in the CAS may not be representative of the current air quality in the MTSA. A number of factors can change within an area which will act to improve air quality, including but not limited to: industrial relocation, improvement in industrial processes, improvements in on-road vehicle performance, and the adoption of zero-emission technologies. Considering this, recent local air quality data was reviewed from the Ministry of the Environment Conservation and Parks (MECP) air pollutant monitoring network to identify if there are any trends in the data in the decade since the CAS was completed. The MECP air pollutant monitoring station nearest to the proposed development area is located at 3359 Mississauga Road N., in Mississauga. NO_x (1 hr average and 24 hr average) and PM_{2.5} (24 hr average) data were obtained from this station for the periods of 2005-2006 and 2016-2017 and are summarized respectively below in **Table 11** and **Table 12**.

Table 11: MECP NO_x Ambient Air Quality Monitoring Data (2005-2006, and 2016-2017)

Contaminant		2005-06 (1 hour)	2016-17 (1 hour)	2005-06 (24 hour)	2016-17 (24 hour)
NO _x	Max	261.0 ppb	149.0 ppb	107.6 ppb	64.9 ppb
	90th Percentile	37.0 ppb	21.0 ppb	34.3 ppb	18.3 ppb
	Average	18.1 ppb	10.0 ppb	18.1 ppb	10.0 ppb

Table 12: MECP PM_{2.5} Ambient Air Quality Monitoring Data (2005-2006, and 2016-2017)

Contaminant		2005-06 (24 hour)	2016-17 (24 hour)
PM _{2.5}	Max	41.7 µg/m ³	24.4 µg/m ³
	90th Percentile	17.8 µg/m ³	12.1 µg/m ³
	Average	8.1 µg/m ³	6.9 µg/m ³

Although the results presented in **Tables 11** and **12** are not predictive or representative of the concentrations of air contaminant within the MTSA, they do illustrate a declining concentration of air contaminants since the inception of the CAS. NO_x and PM_{2.5} are generated from a variety of processes, with vehicles and industry being the major contributors. VOCs are also largely emitted from vehicles and industrial processes. In consideration of these findings, undertaking an air quality study (update to CAS) to better understand and characterize the existing ambient air quality in the area is recommended prior to permitting the development of additional sensitive land uses in the area.

4.2 Local Meteorology

Local meteorological data, in the form of wind speed and direction, was gathered from Toronto Island Airport, which was chosen due to its proximity to the study area and the influence of lake effects. Wind speed and direction data for the 2003-2005 period are presented in **Figure 3**. Of note, there is a significant easterly (i.e., blowing from the east) component to local winds, and an even distribution of winds blowing from the northwest through to due south. Considering that the majority of industries considered are south or west of the MTSA, it is expected that winds from the northwest through due south will blow from the industries to the proposed development areas (including proposed residential land uses) with regularity.

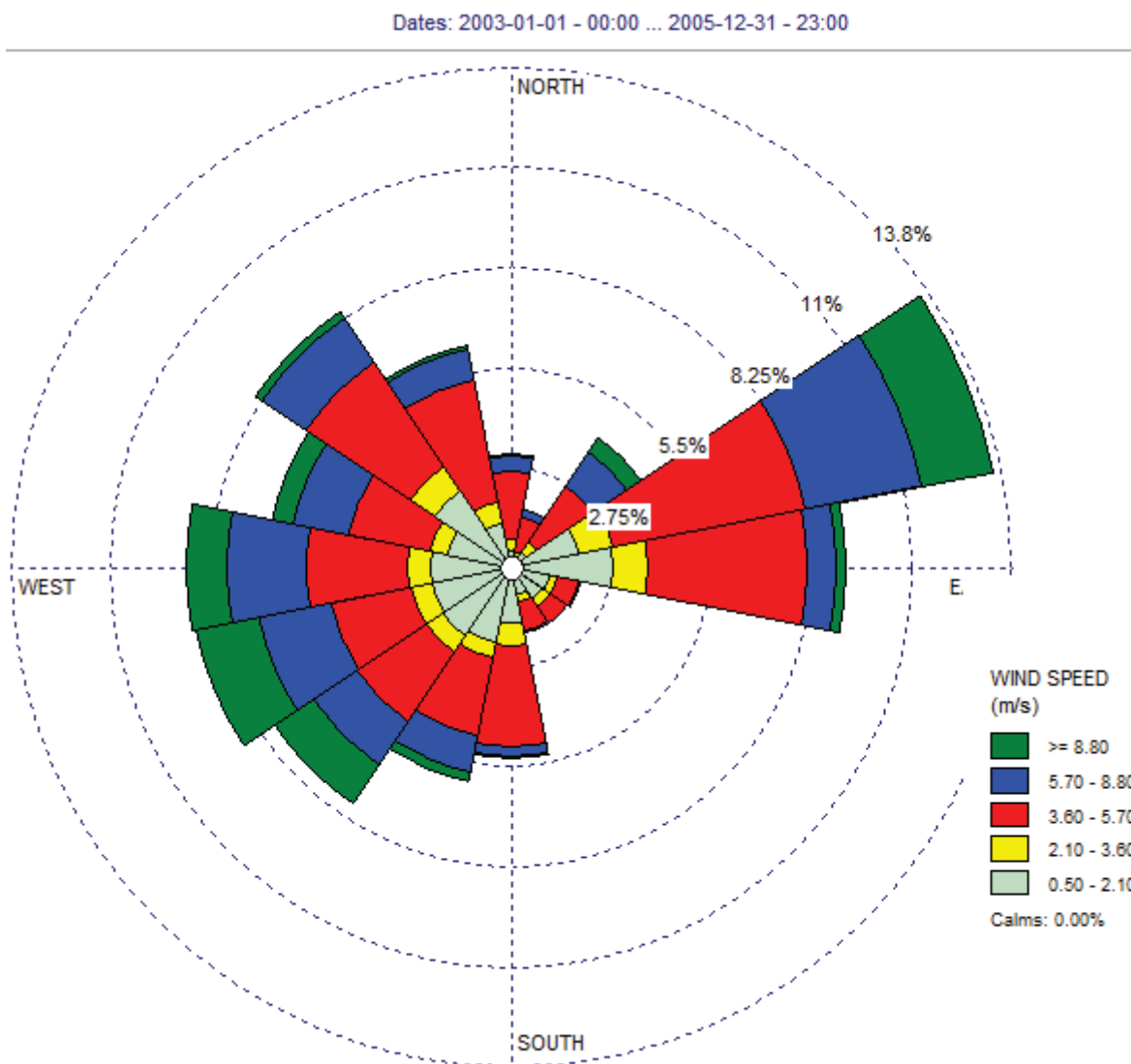


Figure 3: Wind Rose for 2003 through 2005 from Toronto Island Airport

4.3 Existing Industries – Air Quality

The industries in proximity to the MTSA were reviewed from a qualitative standpoint. This review includes consideration of the type of operations at each industry, the proximity to the MTSA, and a summary of the potential impacts which may be expected off-site due to each industry, as presented in **Table 13**. The information presented for each industry was obtained from the industry's ECAs, satellite imagery, and engineering knowledge. This review identifies that there are several class 2 and 3 industries in proximity to the MTSA, and that significant emissions with the potential to impact the MTSA may be expected. It can be seen that some facilities include tall stacks and large features (e.g., storage tanks, operations, boilers, etc.) that would have the potential to result in notable air quality impacts. The industries, with their applicable D-6 classifications, are shown in **Appendix B**.

Table 13: Local Industries within the MTSA – Air Quality

Facility Name	Description of Operations and Features	Distance from Development	D-6 Classification	Potential Impacts Air Quality
CRH Canada Group Inc.	<ul style="list-style-type: none"> • Large scale cement and aggregate facility (crushing, processing, handling) • Cement storage; • Transloading; • Large stacks 	<1 km	3	<ul style="list-style-type: none"> • Particulate matter • Dust • Combustion by-products
Tri-Phase Environmental	<ul style="list-style-type: none"> • Aggregate crushing, processing, and handling 	<2 km	2	<ul style="list-style-type: none"> • Particulate matter • Dust • Combustion by-products
Clean Harbors Canada, Inc.	<ul style="list-style-type: none"> • Liquid and sludge waste facility (receiving, handling and processing) • Chemical and waste storage tanks, • Chemical and waste pump trucks • Laboratory fume hoods; and • Aerosol can crushing. 	<1.5 km	2/3	<ul style="list-style-type: none"> • VOCs • Combustion by-products • Odours
Petro-Canada Lubricants	<ul style="list-style-type: none"> • Large petrochemical manufacturing and storage; • Intermediate feedstock refined to produce: <ul style="list-style-type: none"> ○ Lubricants (automotive, industrial and food grade); ○ Greases; ○ Base and process oils; and, ○ Specialty fluids. • Large chemical storage tanks; • Large stacks; • Large boilers; • Transloading; and, • Water and wastewater treatment. 	<1 km	3	<ul style="list-style-type: none"> • VOCs • Combustion by-products • Odours • Particulate matter
Trimac Transportation Services	<ul style="list-style-type: none"> • Transportation and logistics yard; • Truck and tanker handling and storage • Tanker and truck washing; and • Small stacks 	<1.5 km	2	<ul style="list-style-type: none"> • Combustion by-products • Dust

Facility Name	Description of Operations and Features	Distance from Development	D-6 Classification	Potential Impacts Air Quality
H.L Blachford Limited	<ul style="list-style-type: none"> • Manufacturing of chemicals used in the rubber, paint and ink industries; • Products generally include pigments and dyes; • Stacks; • Chemical; and, • Storage tanks. 	<0.3 km	2	<ul style="list-style-type: none"> • VOCs • Combustion by-products • General air contaminants • Odour
IPEX Inc.	<ul style="list-style-type: none"> • PVC manufacturing • Injection moulding and grinding; • Research and development activities; • Stacks; • Chemical storage tanks; and, • Transloading. 	<0.5 km	2	<ul style="list-style-type: none"> • VOCs • Combustion by-products • General air contaminants • Odour
Stackpole Powertrain International ULC	<ul style="list-style-type: none"> • Manufacturing automotive castings for oil and transmission fluid pumps; • Machining aluminum and steel parts; • Parts washing, assembly and testing; and, • Small stacks. 	<0.5 km	2	<ul style="list-style-type: none"> • VOCs • General air contaminants • Combustion by-products
ICS Universal Drum Reconditioning Limited Partnership	<ul style="list-style-type: none"> • Re-conditioning, cleaning, and re-furbishing of steel and plastic drums; • Acid and caustic washing of steel tanks; • Caustic wash of plastic drums; • Acid wash of IBCs; • Drum shredding, crushing; • Drum painting; • Recycled drum services; • Chemical storage tanks; and, • Stacks. 	<1 km	2	<ul style="list-style-type: none"> • VOCs • General air contaminants • Combustion by-products

Facility Name	Description of Operations and Features	Distance from Development	D-6 Classification	Potential Impacts Air Quality
Ashland Canada Corp. and Valvoline Canada Corp.	<ul style="list-style-type: none"> • Chemical and solvent repackaging and blending facility • Receives, stores and distributes chemical products and paint; • Stacks; • Storage tanks; and, • Transloading. 	<1.5 km	2	<ul style="list-style-type: none"> • VOCs • Combustion by-products
2159978 Ontario Limited	<ul style="list-style-type: none"> • Ready-mix concrete facility; • Road salt storage. 	<1.5 km	2	<ul style="list-style-type: none"> • Dust • Particulate matter
Wastewater Treatment Plant - The Regional Municipality of Halton	<ul style="list-style-type: none"> • Municipal wastewater treatment facility servicing the Halton Region • Large wastewater treatment processes 	<3 km	3	<ul style="list-style-type: none"> • Odour
Clarkson Wastewater Treatment Plant	<ul style="list-style-type: none"> • Municipal wastewater treatment facility • Large wastewater treatment processes 	<1.5 km	3	<ul style="list-style-type: none"> • Odour
Mancor Canada Inc.	<ul style="list-style-type: none"> • Carbon steel manufacturing; • Plasma cutting; • Stamping and light machining; • Welding and painting; • Storage tanks; and, • Small stacks. 	<2 km	2	<ul style="list-style-type: none"> • VOCs • Particulate matter • General air contaminants
UBA Inc.	<ul style="list-style-type: none"> • Chemical logistics facility, named as key contributor to the Clarkson airshed. (Air/Noise approvals not found); and, • Storage tanks. 	<1.5 km	2	<ul style="list-style-type: none"> • VOCs • Odours
Musket Transport Inc.	<ul style="list-style-type: none"> • Transportation and logistics yard with truck and tanker handling and storage. <p><i>NOTE: Musket Transportation is within the MTSA, and has not been considered further.</i></p>	<0.3 km	2	<ul style="list-style-type: none"> • Dust • Combustion by-products

4.4 MTSA Plan and Study Considerations

The location of the proposed MTSA as well as the relevant industries identified and assessed as part of this study are presented in **Figure 4**. **Figure 5** shows the MTSA plan with proposed building elevations identified for each sub-section of the proposed land use development.



Figure 4: MTSA (shown in pink) and Industries Considered For this Study

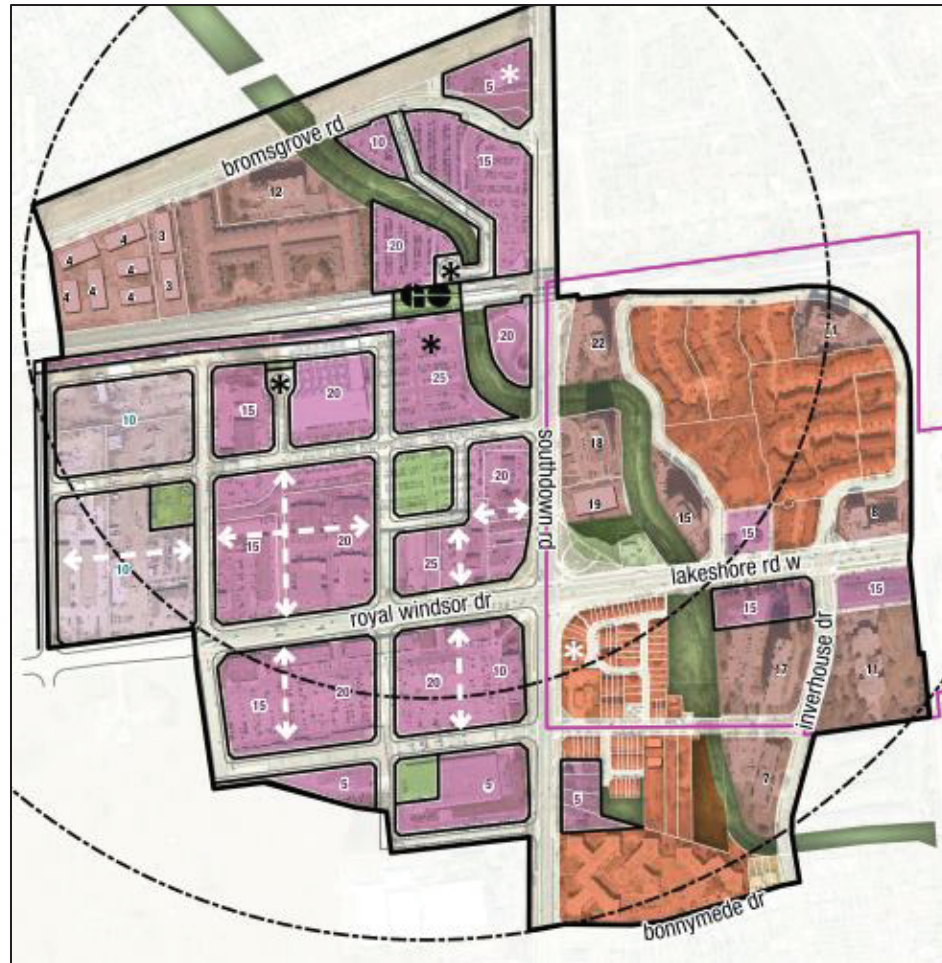


Figure 5: MTSA Plan with Building Heights Represented in each Block

Potential incompatibilities between the MTSA and neighbouring industries are primarily dependant on proximity to the industry and elevation of the development. The following sections provide an outline of potential compatibility issues with respect to nuisance contaminants and regulated air contaminants.

4.4.1 Nuisance Contaminants (Dust and Odour)

Dust and odour are typically assessed at existing discrete sensitive receptor locations. Some of the existing industries were established prior to the development of nearby sensitive receptors, and as such may not have been required to assess dust or odour impacts at the proposed development locations at the time of applying for approval through the MECP. As a result, introducing new sensitive receptors can present the following issues:

1. Regardless of which lands were developed first, industries must demonstrate compliance at all sensitive receptors. This means that an industry which currently is operating in compliance with the provincial regulations can become non-compliant when new sensitive receptors are introduced nearby.

2. Introducing sensitive receptors (i.e., residential land uses) in an area which has not been previously assessed for odour or dust may result in significant complaints from new receptors.

Based on the above, assessments for nuisance contaminants should be performed whenever a new sensitive receptor is proposed which may be affected by a likely source of dust or odour. The D-Series Guidelines provide helpful criteria for determining when an assessment is required in the form of Areas of Influence and Recommended Minimum Setback Distances. Depending on the class of the industry (as shown in **Table 13**) the Area of Influence – within which, encroaching industries should be studied – ranges from 70 m (Class I Industries) to 1000 m (Class III Industries) (see **Figures B1 and B2 in Appendix B**). **Figure 6** shows the blocks of the MTSA which are within the minimum area of influence of a suspected source of a nuisance contaminant. These blocks should be studied further prior to approval of any land use changes or further intensification within the MTSA.



Figure 6: Development Blocks where Nuisance Impact Studies are Recommended (shown in purple)

The proposed office buildings to the west of the MTSA are not identified as requiring assessment despite being within the Area of Influence of several industries. Typically office buildings are not considered sensitive receptors. In order to promote compatibility, it is recommended that any institutional/commercial use include non-operable windows and/or appropriate air contaminant control systems as part of their air handling equipment (e.g., carbon filter for odour). Non-sensitive outdoor locations (e.g., parks, patios) are typically assessed assuming intermittent use and as such may not result in regulatory compliance issues for the nearby industries, however, they should be considered in the assessment for the potential for nuisance complaints.

4.4.2

General Air Contaminants

All regulated air contaminants are required to be assessed by an industry at any point off-site, including areas that are zoned industrial / commercial. These assessments do not include cumulative impacts from other neighbouring industries and do not account for existing ambient concentrations. The exception to this is elevated points of reception where zoning did not previously allow elevated uses. A new sensitive receptor above ground level (e.g., an apartment window or balcony) represents a new point of reception that an industry would need to demonstrate compliance at. As such, any block within the MTSA which is proposing sensitive uses above three-storeys in height (considered “above ground-level”), and which falls within the Area of Influence as per Guideline D-6, should be assessed. An exception to this recommendation would be when the proposed block is in a similar location to an existing sensitive receptor of similar height for which an assessment has already been completed for industrial approval purposes.

Figure 7 shows the blocks where air quality studies are recommended. It is recommended that a detailed air quality study, including dispersion modelling, be performed prior to allowing more sensitive land uses in the area.

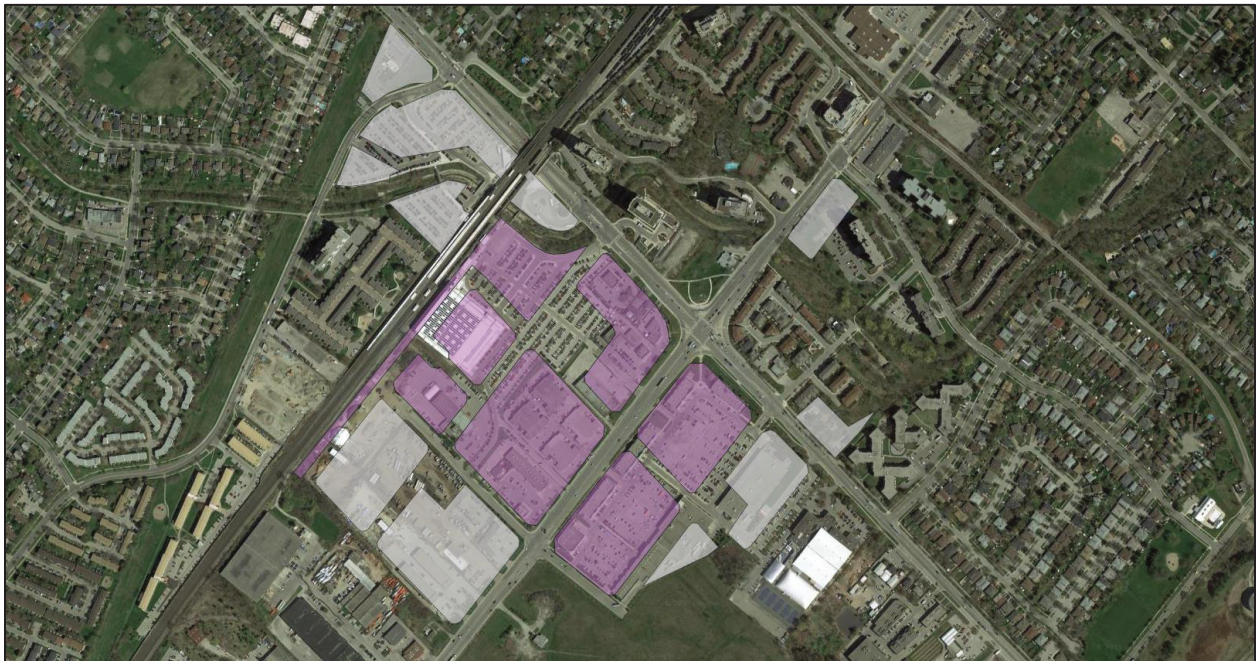


Figure 7: Development Blocks where General Air Contaminants should be assessed (shown in purple)

4.5

Recommendations

Potential Air quality impacts can be mitigated through implementation of control technologies at source; however, a feasibility assessment (technical and financial) is typically a prerequisite. The extent

to which a business is able to mitigate its air and odour emissions should be considered to determine the impact of such mitigations.

Mitigation measures or controls are typically specific to sources or type of contaminant emission rather than an industry or a business and are intended to reduce impacts to meet regulatory requirements rather than eliminate them. There are specific standards / guidelines for air quality and odour as well as methodology to assess such impact so that proponents can determine the need for mitigation measures and then proceed with assessing the feasibility of such measures.

Mitigation can also be achieved through implementation of strategies rather than installation of control technologies, such as elimination of a source of emission or changing operations (e.g., reducing operating hours). Mitigation tends to be assessed on a case-by-case basis. **Table 14** provides a list of commonly applied control technologies for air contaminant and odour emission sources.

Table 14: Commonly applied control technologies for air quality and Odour

Impact Type	Impact Specifications	Common Control Measures
Air Quality	Particulate Matter	Dust collectors / baghouses
		Cyclones
		Electrostatic precipitators
		High temperature ceramic particulate filters
	Nitrogen oxides (NO _x)	Selective Catalytic Reduction (SCR)
	Volatile Organic Compounds (VOCs)	Thermal oxidizers (incinerator)
		Adsorptive technology
	Unburnt Hydrocarbons	Catalytic converters
Odour	Stationary odour sources	Catalytic converters
		Catalytic converters
		Catalytic converters
Odour	Stationary odour sources	Bio filters
		Odour neutralizing compounds

The following recommendations are based on the information gathered and discussed above, related to air quality impact of the existing industrial establishments on the proposed development within the MTSA:

1. Prior to implementing any proposed changes to land use within the study area, any blocks identified in **Figure 6** as requiring an assessment for nuisance contaminants should be subject to a thorough review. The assessment should consider combined impacts from local industries (cumulative effect) and should be based on relevant MECP guidelines and regulations, including O.Reg. 419/05.
2. Prior to implementing any proposed changes to land use within the study area, any blocks identified in **Figure 7** as requiring an assessment for general air contaminants should be subject to a detailed study. The study may include a combination of dispersion modelling assessment of local industries and an updated air quality monitoring program to characterize existing local air quality. A dispersion modelling study should be conducted in accordance with relevant guideline documents and protocols set by MECP. For an updated air quality monitoring program, consideration should be given to duration of the program as well as monitoring locations to ensure representative data is gathered. The assessment should use the MECP's ACB and AAQC for determination of potential impacts. The scope of these assessments should be determined on a case-by-case basis by a qualified air quality engineer. It is recommended that these studies be peer reviewed by independent third party specialists.

For contaminants where the measured ambient levels have historically shown to exceed the relevant standards or criteria (e.g., acrolein, benzene), an air quality based human health risk assessment should be undertaken by a qualified specialist. The scope of the assessment, including relevant guidelines, should be prepared by a qualified human health risk assessor.

3. Given the results of the CAS, irrespective of recommendations 1 and 2, above, it is recommended for the City to consider requiring an air quality based human health risk assessment to be completed for any sensitive land use development within the MTSA, prior to approval.
4. An up-to-date ambient air quality monitoring study, especially for contaminants that had shown levels above the AAQC would allow for better characterization of the existing air quality in the area. The study can then be used by the City as an effective tool in the decision making process related to the planned intensification, while maintaining a factual perspective on future potential human health impacts related to air quality. The duration and monitoring locations are key factors that should be carefully assessed and selected for such a study.

5.0

Noise and Vibration Review

5.1 Noise Impact

Sound is most simply defined as the vibration in the air that we can hear. Vibrating surfaces (such as engines, drums, loudspeakers etc.) typically produce pressure fluctuations in the air. The pressure fluctuations spread out like waves in the air, in all directions, decreasing in intensity with distance from the Source. Our ears sense the pressure fluctuations and create electrical signals that our brain interprets as sound. [3]

Sound has three distinctive characteristics that the ear identifies [4]:

- 1) Amplitude (loudness or softness) – measured in “Decibels”;
- 2) Frequency or “Pitch” – representing a range of “low” to “high” sounding tones; Pitch is determined by frequency of wavelength, measured in cycles per second or “Herz”; and
- 3) Time Patterns (variability) – intermittent sounds versus sounds of longer duration; the concept of “Leq” measures sound over a specific time period.

To mimic the ear’s sensitivity to sound, sound level data at various frequency spectrum are adjusted (weighted) to create values known as “A-weighted”. The resulting sound levels (A-Weighted) are expressed in unit of A-Weighted decibels) or “dBA”.

Sound is considered “Noise” when it is “unwanted” sound. It is usually unwanted because it interferes with human activity or causes an annoyance. Noise levels have increased as urbanization and industrialization have expanded in modern times. Urbanization has concentrated populations in close proximity to each other, and in close proximity to industrialized activities and manufacturing sites. As cities continue to urbanize, the need has arisen to intensify residential housing within existing city limits to curb urban sprawl and promote the efficient use of land and resources. Increased density inevitably brings increased sound levels. The development and expansion of transportation infrastructures (e.g., roads, highways and railways) has resulted in constant transportation related noise.

Human ears can hear a wide range of pressure intensities. The “Decibel” scale was developed to represent the range of audible sounds that human ears can detect in terms of loudness or softness. The Decibel scale represented as “dB” measures the sound pressure level in Decibels. 0 Decibels represents the threshold of hearing. 120-130 Decibels represents the upper end of sound that can be painful or highly uncomfortable. Typical noise sources and their respective sound levels that humans are exposed to regularly are presented in **Figure 8**. Each increase in sound level by approximately 10 dB results in roughly doubling of perception of loudness.

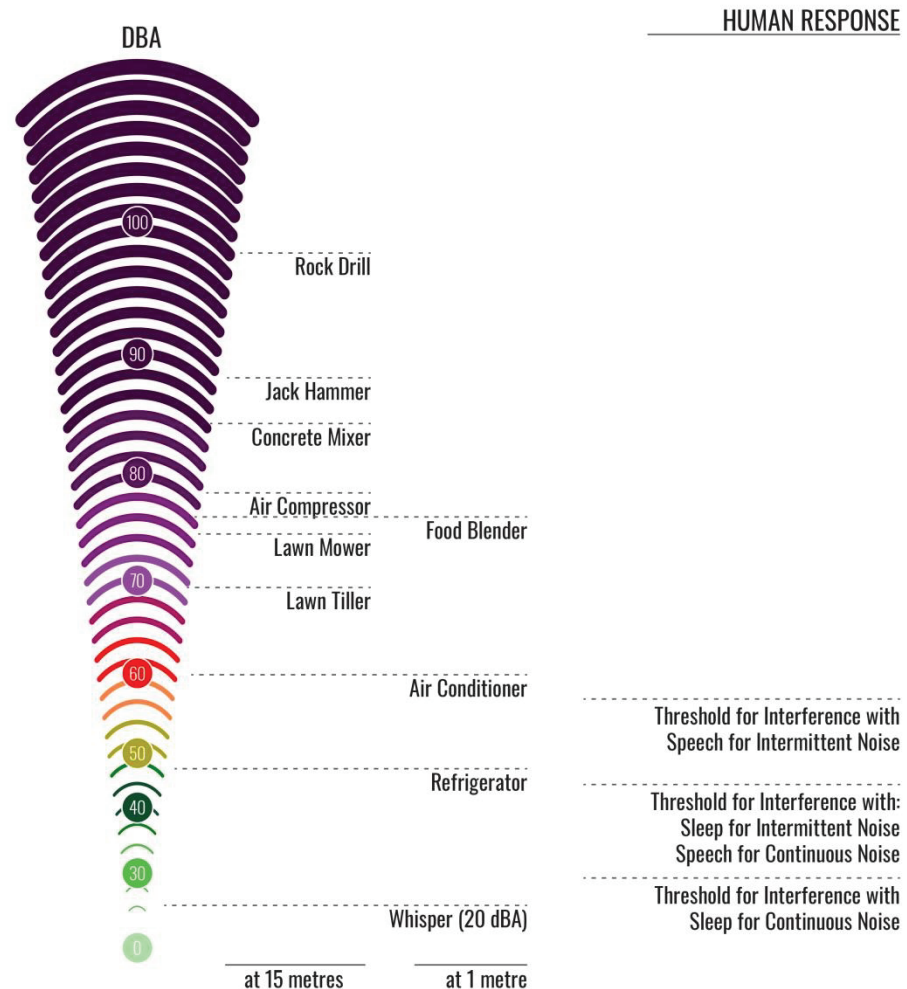


Figure 8: Typical Sources of Noise and Threshold Interference

5.2 Vibration Impact

In general, ground-borne vibration consists of oscillatory waves that propagate from the source through the ground to adjacent buildings. Ground vibration at a receiver location is typically a result of energy propagation through the ground from a source (e.g., industrial facility, rail, blasting) to a receiver by exciting the grounds and creating vibration waves that spread through the soil and rock layers to the foundations of nearby receiver buildings. The vibration can then move from the foundation throughout the rest of the building structure causing windows, walls and objects inside the building to “shake and rattle”.

In contrast to air-borne noise, ground-borne vibration is not a phenomenon that people normally experience every day. While vibration exists all around, it is typically below the threshold of perception for humans. However, ground-borne vibration can be a concern for occupants of buildings in proximity to railway corridors, heavy industries with stamping operation, or mining sites with blasting operation.

Ground-borne vibration is almost never annoying to people who are outdoors. Although the motion of the ground may be perceived, without the effects associated with the shaking of a building, the motion does not provide the same adverse human reaction. The perception of vibration arises inside a building. The vibration of floors and walls may cause feelable vibration, rattling of items such as windows or dishes on shelves, or a rumble noise. The rumble is the noise radiated from the motion of the room surfaces. In essence, the room surfaces act like a giant loudspeaker causing what is called ground-borne noise.

Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by only a small margin. A vibration level that causes annoyance will be well below the damage threshold for normal buildings. Building damage is typically not a concern for development in proximity of industrial / commercial establishment as ground vibration would not exceed 10 mm/sec, Root-Mean Square (RMS), required to cause structural damage. However, the effects of vibration on occupants include fear of damage to the occupied structure and its contents, as well as more direct adverse effects such as distraction, irritation and subsequent interference with quiet activities or sleep patterns. To put all this into perspective, the background vibration velocity level in typical residential areas is usually less than 0.03 mm/sec RMS. This is well below the threshold of perception for humans which is around 0.1 mm/sec RMS. Some typical vibration sources, their associated velocity levels and human/structural responses are presented in **Figure 9**.

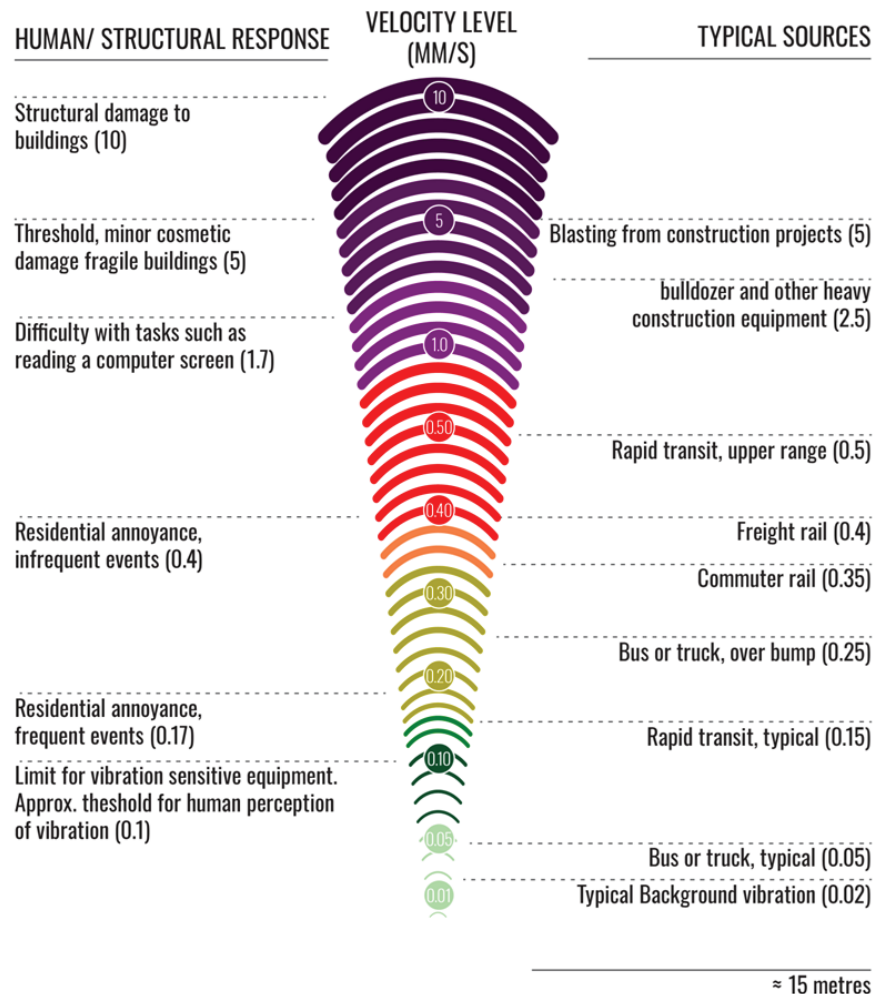


Figure 9: Typical Vibration Sources, Levels and Human /Structural Response

5.3 Existing Industries – Noise & Vibration Review

The industries in proximity to the MTSA were reviewed from a qualitative noise and vibration impact perspective. This review includes consideration of the type of operations at each industry, the proximity to the MTSA, and a summary of the potential impacts which may be expected beyond the property boundaries of the facilities, as presented in **Table 15**.

The information presented for each industry was obtained from the ECAs, satellite imagery, and Dillon's experience and engineering knowledge of various industrial processes / operations / activities in relation to noise and vibration emissions.

Table 15: Local Industries within the MTSA

Facility Name	General Facility Description	Distance from Development	D-6 Classification	Potential Impacts Noise & Vibration
CRH Canada Group Inc.	Large scale cement and aggregate facility (crushing, processing, handling)	<1 km	3	Noise Ground Vibration*
Tri-Phase Environmental	Aggregate crushing, processing, and handling	<2 km	2	Noise Ground Vibration*
Clean Harbors Canada, Inc.	Liquid and sludge waste facility (receiving, handling and processing)	<1.5 km	2/3	Noise
Petro-Canada Lubricants	Large petrochemical manufacturing and storage facility for Lubricants	<1 km	3	Noise
Trimac Transportation Services	Transportation and logistics yard with trucks and tankers storage yard	<1.5 km	2	Noise
H.L Blachford Limited	Manufacturing of chemicals used in the rubber, paint and ink industries	<0.3 km	2	Noise
IPEX Inc.	PVC manufacturing and Injection moulding and grinding	<0.5 km	2	Noise
Stackpole Powertrain International ULC	Manufacturing automotive castings for oil and transmission fluid pumps;	<0.5 km	2	Noise
ICS Universal Drum Reconditioning Limited Partnership	Re-conditioning, cleaning, and re-furbishing of steel and plastic drums;	<1 km	2	Noise
Ashland Canada Corp. and Valvoline Canada Corp.	Chemical and solvent repackaging and blending facility	<1.5 km	2	Noise
2159978 Ontario Limited	Ready-mix concrete facility and road salt storage.	<1.5 km	2	Noise
Wastewater Treatment Plant - RMH	Municipal wastewater treatment facility servicing the Halton Region	<3 km	3	Noise
Clarkson Wastewater Treatment Plant	Municipal wastewater treatment facility	<1.5 km	3	Noise

Facility Name	General Facility Description	Distance from Development	D-6 Classification	Potential Impacts Noise & Vibration
Mancor Canada Inc.	Carbon steel manufacturing with plasma cutting, welding, stamping and painting	<2 km	2	Noise Ground Vibration*
UBA Inc.	Chemical logistics facility with transport truck traffic to and from the facility (Air/Noise approvals not found)	<1.5 km	2	Noise
Musket Transport Inc.	Transportation and logistics yard with truck and tanker handling and storage <i>NOTE: Musket Transportation is within the MTSA, and has not been considered further.</i>	<0.3 km	2	Noise

* The ground vibration impact is expected to be localized and not to extend notably beyond the property boundaries of the identified industrial facilities.

5.4 Implications of Noise and Vibration on the Proposed Development Plan

Noise Implications

In addition to review of the available ECAs for the above-mentioned industries, daytime and nighttime site noise surveys were conducted by Dillon as part of this study to better characterize the existing noise environment and potential noise / vibration impact that may be experienced at the proposed sensitive land uses. The area can be classified as Class I – Urban (as per NPC-300):

“An area with an acoustical environment typical of a major population centre, where the background sound level is dominated by the activities of people, usually road traffic, often referred to as “urban hum.”

The noise levels in the area are primarily influenced by vehicular traffic. During daytime hours, truck traffic serving the industrial and commercial establishments in the area notably increases the traffic noise levels while. Rail related activities from a nearby rail yard as well GO Transit trains are audible within the MTSA areas north of Royal Windsor Drive – Lakeshore Road West. Although the railway noise is intermittent and for short durations, it dominates the noise level in the immediate vicinity of the railway and is more pronounced during nighttime hours, when road traffic is reduced.

Industrial noise sources from heavy industries are more audible to the south of Orr Road and beyond the west boundary of the CFRB 1010 antenna installation areas.

From the pool of industrial facilities in the area that were assessed in this study, the CRH Canada large scale cement and aggregate facility would be considered the most impactful from a noise perspective.

The dominant noise sources at this facility are spread from the south end of the property boundary to near the north end (crushing and stockpiling operations and heavy mobile equipment operation). The north property boundary of this facility is approximately 800m from the closest point of the MTSA with absorptive grounds in between. Absorptive grounds help attenuate noise, however, as the receptor elevation increases (i.e., in case of high rises) the effect of ground absorption diminishes. The operations at CRH Canada can be distinctly audible at the southwest end of the shopping plaza at Royal Windsor Drive and Southdown Road as well as at the west end of the ORC – Ontario Racquet Club. As such, the development areas on the southwest quadrant of Royal Windsor Drive and Southdown Road are likely going to be impacted by industrial operations. It is noted that if an industrial facility is audible at a receptor location, it does not necessarily mean that the facility is exceeding the applicable noise level limits, as described in NPC-300.

The dominant stationary noise sources for Petro-Canada Lubricants facility are mainly at the south end of the facility and as such do not cause a notable impact at receptors north of Orr Road. The dominant noise sources at the wastewater treatment plants are not audible north of Orr Road.

Noise emissions from the rest of the industrial establishments that were reviewed as part of this study are related to truck traffic to / from the sites and therefore fall under road traffic noise impact, as discussed above.

Vibration Implications

From the nearby industries, the ground vibration generation is expected from Mancor Canada Inc. (Stamping operation) as well as CRH Canada and Tri-Phase Environmental (crushing and operation of heavy mobile equipment). Ground vibrations generated at these facilities are expected to diminish rapidly with distance and are not expected to extend significantly beyond the property boundaries of these facilities. As such, ground vibration from nearby industrial sources is not considered a concern for the proposed development plan.

Rail operation along the rail corridor is expected to generate ground vibration that can impact areas on either side of the rail corridor. Typically, notable rail-generated ground vibration can extend 75m or 100m beyond the rail right-of-way and also result in ground borne noise, indoors. Type of train, condition of track and wheels, train travel speed and transfer mobility factor of the grounds in between rail and receiver influence the level of vibration that a receptor would experience from rail operations. For the proposed MTSA plan, it is expected that development within 75m of the rail corridor (north and south side) can experience ground vibration impact.

5.5 Recommendations

Many of the environmental impacts can be mitigated through implementation of existing control technologies at source and/or at receptor; however, a feasibility assessment (technical and financial) is typically a prerequisite.

Mitigation measures or controls are typically specific to sources or type of contaminant emission rather than an industry or a business and are intended to reduce impacts to meet regulatory requirements rather than eliminate them. There are specific standards / guidelines in place for noise and vibration as well as methodology to assess such impacts, so that proponents can determine the need for mitigation measures and then proceed with assessing the feasibility of such measures. Mitigation measures can also be implemented at the receptor location, such as installation of a noise barrier wall at a receptor to reduce noise impact, use building construction materials with appropriate Sound Transmission Class (STC) rating to achieve suitable indoor noise levels, and install vibration isolation at building footing to limit / eliminate ground vibration.

Mitigation can also be achieved through implementation of strategies rather than installation of control technologies, such as elimination of a source of emission or a receptor through acquisition. In scenarios where the implementation and/or operation of a control technology is more costly than acquiring a receptor or a business and eliminating it as a receptor or a source, it would be more cost effective to implement such a strategy than to mitigate through the control technology.

Mitigation tends to be assessed on a case-by-case basis. **Table 16** provides a list of commonly applied control technologies for noise and vibration.

Table 16: Commonly applied control technologies for noise and vibration

Impact Type	Impact Specifications	Common Control Measures
Noise	Stationary noise sources	Silencers
		Acoustic Louvers
		Acoustic enclosures
		Noise barrier wall
		Noise berm
Vibration	Stationary vibration sources	Isolation pads / adsorptive pads
		Foundation isolation

Based on the high level qualitative assessment completed for this study, the following recommendations are suggested:

- For developments that are located in the southwest quadrant of Royal Windsor Drive and Southdown Road, a detailed noise impact assessment should be undertaken for each of the proposed residential buildings to ensure that appropriate noise mitigation measures are going to be implemented in the design and construction of the sensitive-receptor buildings such that the applicable noise limits are met.
- For developments within 75m of the rail corridor, a detailed noise and ground vibration assessment should be undertaken to ensure that appropriate noise (including Ground Borne Noise) and vibration mitigation measures are implemented in the design and construction of the sensitive-receptor buildings such that the applicable noise and vibration limits are met.

6.0 Radiofrequency Review

The Bell Media Corporation operates the CFRB 1010 AM radio transmission antenna array on a relatively large parcel of land located south of Royal Windsor Drive, west of Southdown Road. The subject land parcel is adjacent to the proposed mixed used development areas within the MTSA. As part of this review study, a high-level assessment of Radiofrequency (RF) field impact on the proposed development was completed to determine potential RF field strength and determine if mitigation measures are required.

6.1 Analysis and Impacts

The CFRB1010 AM antenna array has a power rating of 50 kW and transmits at centre frequency of 1,010 kHz. The actual locations of the antennas and the power / frequency ratings were used to model the electric field for both daytime and nighttime. The reference level (i.e., standard) for the electric field, based on Health Canada's Standard for human exposure was determined to be at 86.57 V/m. Computer modelling was completed to determine the electric field strength (in Volt per meter, V/m) for the transmitter antenna array for daytime and nighttime. The model-predicted levels for daytime and nighttime are presented in Figures 1 and 2 in **Appendix A**. The results indicate that the electric field strength is well below the human exposure limit of 86.57 V/m.

The AM antennas are designed to generate strong electric fields for audio signal transmission. The magnetic field strength generated by the AM antenna array is considered to be negligible, and would fall well below the Health Canada's human exposure levels, especially at distances of greater than 10m from the antennas. The magnetic field strength is far less than that of the electric field strength and as such, it is not considered in the analysis.

6.2 Mitigation and Recommendation

Although the analysis indicates that the electric field strength for MTSA study areas is less than the Health Canada Standard for human exposure, the same field strength can notably interfere with electronic devices such as radios, clocks, phones and televisions that may be used in the nearby proposed buildings.

Installation of architectural features on building façade, such as conductive interconnected metallic features that are grounded can be used to dissipate the electric field of the transmitted RF at the building façade. Use of grounded wiring to aluminum frame of windows is also an effective way to limit the electric field in the interior space. It is the commendation of this study that a detailed RF assessment and mitigation analysis be undertaken by the developers prior to the design of buildings so that appropriate mitigative measures can be incorporated in the design of the buildings.

7.0

Closure

This Report has been prepared based on the information provided by or through The Planning Partnership (TPP), the City of Mississauga and publically available data. This report is intended to provide a reasonable review of available information within an agreed work scope, schedule and budget. This report was prepared by Dillon and its subcontractor, Vitatech Electromagnetics, for the sole benefit of TPP and the City of Mississauga. The material in the report reflects Dillon's judgment in light of the information available to Dillon at the time of this report preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. Dillon and its subcontractor accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

We trust that the report is to your satisfaction. Please do not hesitate to contact the undersigned if you have any further questions on this report.

8.0

References

- Health Canada. 2015. Safety Code 6: Limits of Human Exposure to Radiofrequency Electromagnetic Energy in the Frequency Range from 3 kHz to 300 GHz.
- Ministry of the Environment and Climate Change. 2017. O. Reg. 419/05: Air Pollution - Local Air Quality
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- United States Environmental Protection Agency. 1972. AP-42, Fifth Edition Compilation of Air Pollutant Emission Factors, Volume 1: Stationary Point and Area Sources.

Appendix A

Radio Frequency Analysis

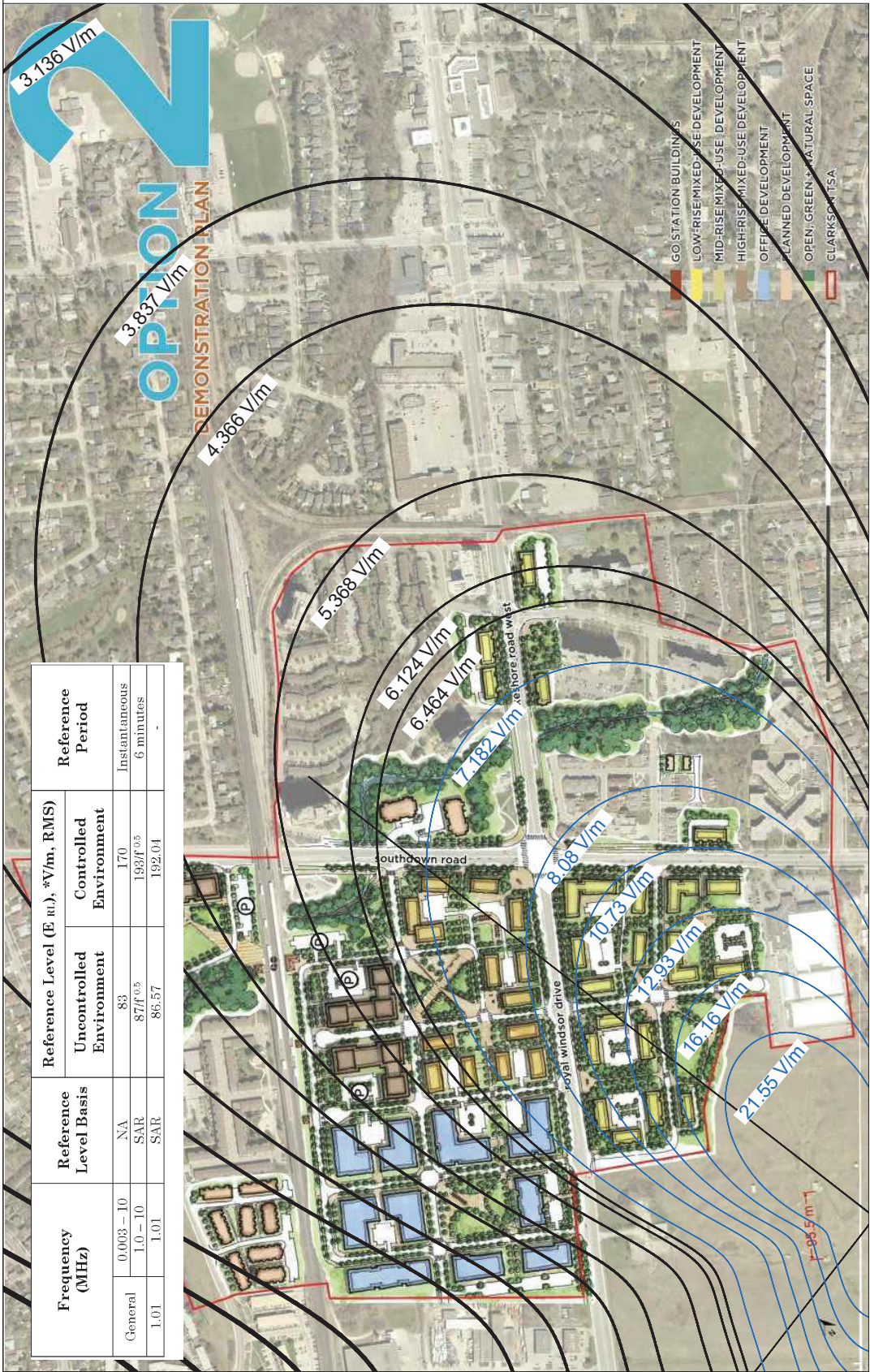


Figure #1
Issue: 1.0
VTE-3172C
Prepared By: JPH
Date: 11/01/2019

CBRF Toronto AM Antenna
Dillion Consulting Limited
Daytime Electric Field Strength
Transmitter Frequency Field Elevation
CFRB 1,010 kHz Ground
Toronto

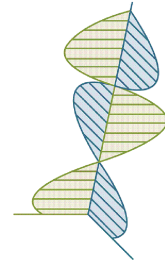
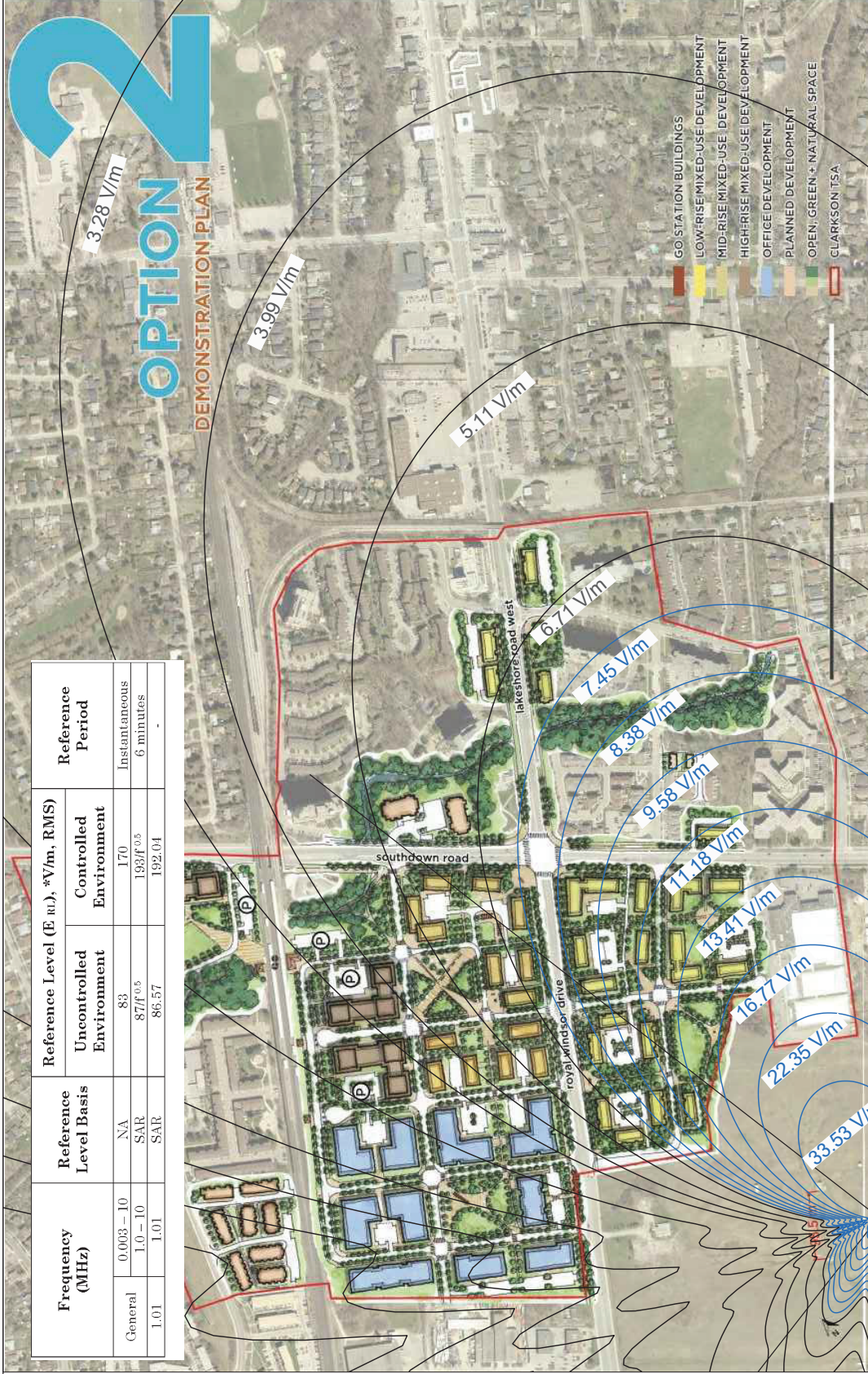


Figure #2
Issue: 1.0
VTE-3172C
Prepared By
Date
JPH
11/01/2019

CBRF Toronto AM Antenna		
Dillion Consulting Limited		
Nighttime Electric Field Strength		
Transmitter	Frequency	Field Elevation
CFRB	1,010 kHz	Ground
Tononto		

Levels from CFRB Toronto, ON - Night
time Plot

Extrapolated Electric Field Strength
Levels based on Linear Decay

Appendix B

Guideline D-6 Industrial Classification

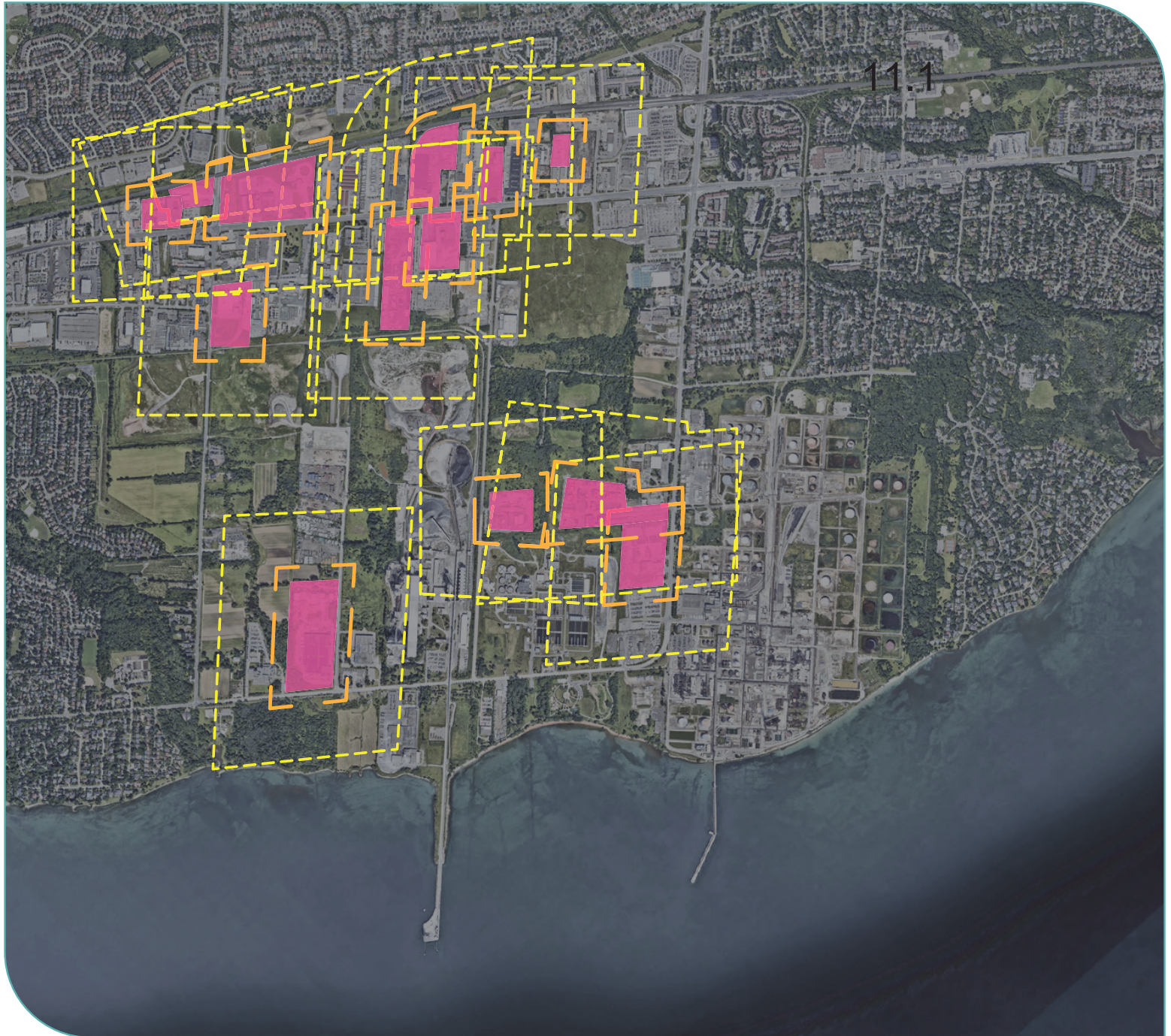


Figure B1:
Areas of influence
of Class 2 Industrial
Facilities

Legend

- Industrial Facility
- 70m Recommended Minimum Separation Distance
- 300m Area of Influence



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CHECKED BY: Amir Iravani
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PROJECT:
19-1221

STATUS:
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DATE:
10/16/19



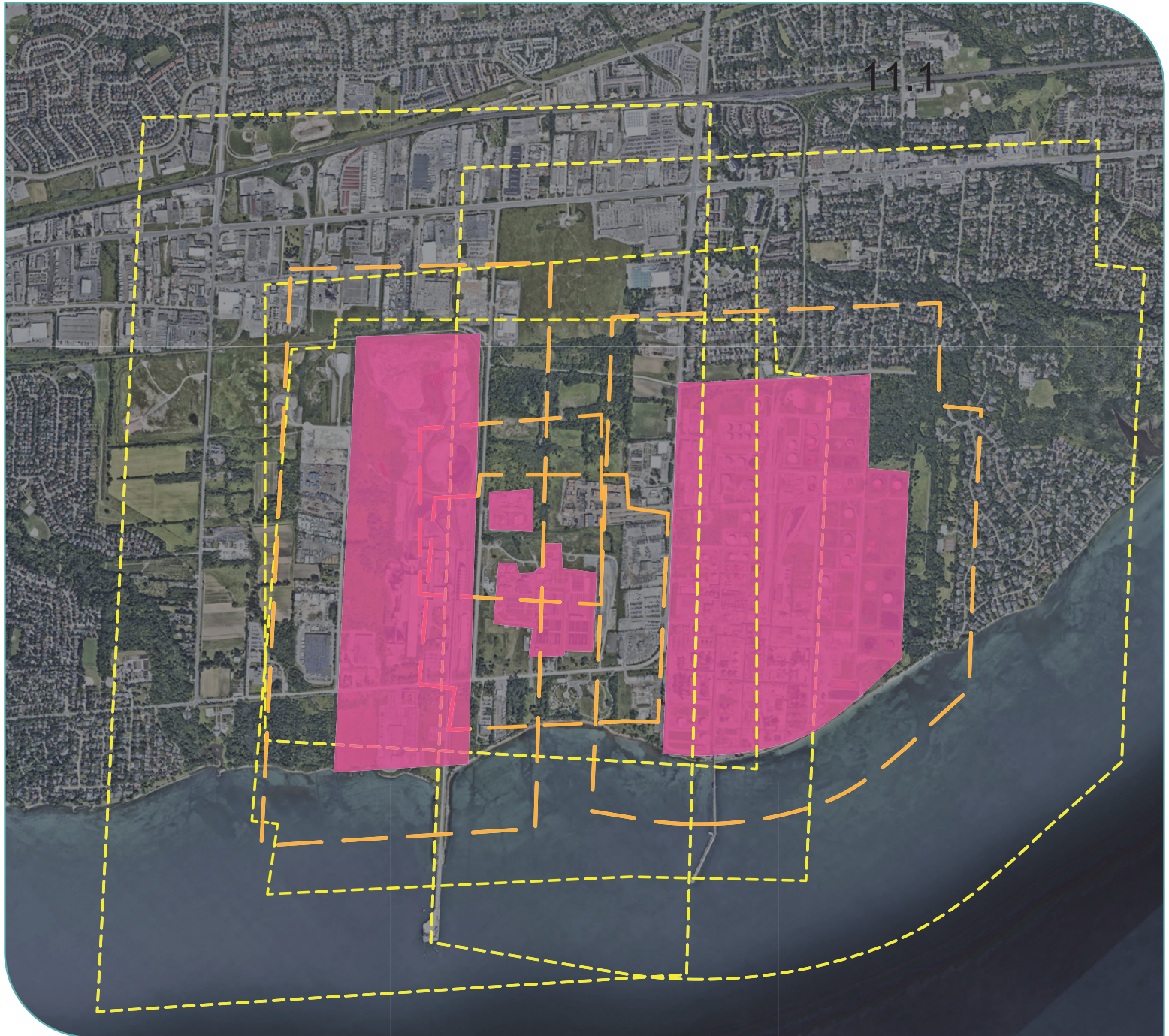


Figure B2:
Areas of influence
of Class 3 Industrial
Facilities

Legend

- Industrial Facility
- 300m Recommended Minimum Separation Distance
- 1000m Area of Influence



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CHECKED BY: Amir Iravani
DESIGNED BY: Amir Iravani
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Planning\Projects\19-1221 Clarkson Industrial Overview
PROJECT: 19-1221 STATUS: FINAL DATE: 10/16/19





Addendum

To: Romas Juknevičius, M.PL., RPP – City of Mississauga
Taral Shukla, MCIP, RPP – City of Mississauga
Wai Ying Di Giorgio, BLA, OALA – The Planning Partnership

From: Amir Iravani – Dillon Consulting Limited
Hamish Hains – Dillon Consulting Limited

Date: March 10, 2020

Subject: Addendum – Summary of CASIA Ambient Air Monitoring and Recent Air Quality Trends

Our File: 19-1221

This is an addendum to the *Clarkson Air Quality, Noise & Vibration and Radiofrequency Compatibility Overview Study* report (Clarkson Main Report) (Dillon Consulting Limited – January 2020). The purpose of this addendum is to provide an update to the air quality section of the Clarkson Main Report based on the more recent ambient air quality reports that were provided by the Clarkson Airshed Industrial Association (CASIA) for the 2012 to 2018 calendar years (inclusively).

CASIA is an industrial partnership located in the Clarkson area that undertakes regular air quality monitoring in response to the Clarkson Airshed Study (CAS) completed by the Ministry of the Environment, Conservation and Parks (MECP) (formerly MOE) in 2006.

Review of CASIA Reports

CASIA maintains an air monitoring network within the Clarkson airshed. The CASIA air monitoring network is comprised of the following three monitoring stations:

1. STN44086 – Deer Run: monitors PM_{2.5} and NO_x (as NO₂)
2. STN46118 – Meadow Wood Park: monitors PM_{2.5}, NO_x (as NO₂), CO, and O₃
3. STN44666 – PCLI Admin: meteorology station

The list of air contaminants monitored at each station is also indicated above.

This addendum discusses updated results from these stations for NO₂ and PM_{2.5}. Results for NO₂ are compared against Ontario's Ambient Air Quality Criteria (AAQC), while PM_{2.5} is compared against the Canadian Ambient Air Quality standards (CAAQS). For the purposes of this report, conservatively, the maximum concentrations of common air contaminants between the two stations are presented. Dust, odour, volatile organic compounds (VOCs), and speciated VOCs are not monitored by the CASIA air network.

Nitrogen Dioxide - NO₂

Results from the CASIA monitoring reports does not indicate a significant change in either the 98th percentile of the 24-hour average concentration or the maximum hourly concentration of NO₂ between

2012 and 2018. However, the maximum 1-hour and 98th percentile of the 24-hour average concentrations of NO₂ decreased from the 2003-2005 CAS concentrations. Results from both CASIA and CAS for the maximum 1-hour and 98th percentile of the 24-hour average concentrations of NO₂ are well below the 2020 AAQC. A summary of the CASIA NO₂ monitoring results in comparison to the CAS NO₂ monitoring results is provided **Table 1**.

Table 1. NO₂ CASIA and CAS Results Summary Table

Pollutant	Statistical Form	2020 AAQC (ppb)	CAS	CASIA					
			2003-2005 (ppb)	2012 (ppb)	2013 (ppb)	2014 (ppb)	2016 (ppb)	2017 (ppb)	2018 (ppb)
NO ₂	98 th percentile of the 24-hour average concentrations	100	40	19.8	24.3	27.0	19.3	19.3	18.0
NO ₂	Maximum 1-hour concentrations	200	134	65.0	56.0	80.0	65.0	52.0	51.0

Particulate Matter (fine fraction) - PM_{2.5}

CASIA monitoring results indicate a decrease in the 3-year average of the 98th percentile daily concentrations of PM_{2.5} from 2015 to 2018. Both CAS and CASIA data show that the 3-year average of the annual 98th percentile daily concentrations of PM_{2.5} were at or below the CAAQS 2020 standard of 27 µg/m³. A summary of the results is provided in **Table 2**.

Table 2. PM_{2.5} CASIA and CAS Results Summary Table

Pollutant	Statistical Form	2020 CAAQS (µg/m ³)	CAS	CASIA				
			2003-2005 (ppb)	2014 (µg/m ³)	2015 (µg/m ³)	2016 (µg/m ³)	2017 (µg/m ³)	2018 (µg/m ³)
PM _{2.5}	3-yr average of the annual 98 th percentile of the daily 24-hour average concentrations	27	27	27	27	25	23	22

Summary and Closure

The CASIA monitoring results indicate that there have been decreases in NO₂ and PM_{2.5} concentrations between 2014 and 2018. Measured concentrations of NO₂ remain below the Ontario AAQCs. The three year average annual 98th percentile daily concentration of PM_{2.5} has been measured to exceed the CAAQS for 2014/15 and less than the standard for 2016 - 2018. It is noted that the exceedances of PM_{2.5} concentrations is not unique to the Clarkson Airshed. In fact, the PM_{2.5} ambient concentrations occasionally exceed the CAAQS in much of Southwestern Ontario.

CASIA does not monitor for VOCs and as such no results are presented for VOC concentrations in the Clarkson area. In the absence of more recent VOC monitoring data, the conclusions provided in the Clarkson Main Report (based on historical data from the CAS) remain the same.

Terms of Reference (ToR)

Clarkson TSA Air Quality Study

The City of Mississauga is developing land use policies for the TSA to support intensification of the area. It is recognized that with possible redevelopment of this area and introduction of new sensitive land uses, there would be a need to assess air quality impacts on proposed new sensitive developments, especially given the historical state of air quality in the area. The air quality studies are intended to be used to assess the compatibility of proposed development blocks within the TSA. The ToR is prepared by taking into consideration the state of the historic air quality in the area and relevant air quality guidelines and reference documents, including:

This assessment is required to consider the possible introduction of sensitive land uses within the Southdown Employment area of the Clarkson TSA.

- The Environmental Protection Act R.S.O. 1990 Chapter E19;
- Ministry of the Environment, Conservation and Parks (MECP) Regulation 419/05 - Local Air Quality;
- MECP D-Series of Guidelines for Land Use Compatibility;
- Ontario's Ambient Air Quality Criteria (AAQC); and,
- The Clarkson Airshed Study¹ and updated Clarkson ambient monitoring reports (2012 – 2018) prepared by Clarkson Airshed Industrial Association (CASIA).

Follow-up air quality monitoring was recommended in the original Clarkson Airshed Study¹ undertaken by the Province. At the conclusion of the monitoring study, benzene, dichloromethane, and acrolein were identified as air contaminants that exceeded their respective Ambient Air Quality Criteria (AAQCs). Since the conclusion of the Clarkson Airshed Study, there has been a general improvement in the air quality of the region², however, there is no sufficient monitoring data to conclude that benzene, dichloromethane, or acrolein are currently below acceptable levels. This Terms of Reference is divided into two parts: Air Quality Monitoring and Dispersion Modelling, both of which are intended to help better characterize the status of air quality in the area. It is the intension of the City to rely on the findings of such studies to guide their decision making and approval process for the proposed intensification within the Clarkson TSA, including the introduction of sensitive land uses such as: schools, daycares, places of worship, healthcare facilities and residential land uses.

Ambient Air Quality Monitoring Program

Ambient air quality monitoring should be performed in accordance with the Ontario Ministry of the Environment, Conservation and Parks (MECP) *Operations Manual for Air Quality Monitoring in Ontario* (the Manual). The following outlines the recommendations for the Clarkson Ambient Air Quality Monitoring Program:

- The air monitoring system should be sited as per the recommendations of the Manual, in consideration of the specific requirements for particulate matter, sulphur dioxide, nitrogen

¹ Clarkson Airshed Study - A Scientific Approach to Improving Air Quality – Updated 2009

oxides, and VOCs (specifically: benzene, dichloromethane, and acrolein). The air monitoring system should be located in the southern portion of the Clarkson TSA such that the conditions of the Manual (e.g., setback distances from emission sources) can be achieved. The optimal location for the monitoring would be in the southwest quadrant of the intersection of Southdown Road and Royal Windsor Drive. Variation from this proposed siting, or from the Manual, should be reviewed and approved by the City prior to installation of monitors.

- Monitoring should be conducted for nitrogen oxides, total suspended particulate matter (TSP), sulphur dioxide (SO₂), benzene, dichloromethane, and acrolein. Monitoring should be conducted such that each contaminant can be compared against the relevant AAQC statistical averaging periods (i.e., hourly, daily, and annual averages and percentile values).
- Sampling equipment should be selected in consideration of the contaminants being measured and the requirements of the Manual. The Manual provides several equipment options for each air contaminants.
- Monitoring should be conducted for a minimum of six months, and should include the summer period
- Data collection should be conducted following the frequency outlined in the Manual for both continuous (e.g., NO_x) and non-continuous (e.g., PM and VOCs) sampling.

Based on the surface area of the Clarkson TSA and sources of air contaminants in the area, the results from the ambient air monitoring program will generally be representative of the entire study area. As such, execution of separate ambient air monitoring programs may not be required for each individual development within the study area, however, information gathered from ambient air quality monitoring may need to be updated from time to time to better characterize the state of air quality in the area.

Results of the monitoring study are to be compared against Ontario's AAQC, for the relevant averaging periods, using appropriate statistical analysis (see AAQC). The results of the ambient air monitoring study is considered to be representative of ambient air quality concentrations within the Clarkson TSA.

² Clarkson Air Quality, Noise & Vibration and Radiofrequency Compatibility Overview Study, Dillon Consulting, 2019

Dispersion Modelling Study

For each proposed development block (See **Figure 1**), a dispersion modelling study is to be performed to assess air quality at that specific block. Significant sources may include both industrial and transportation sources. The significant sources will change based on the development block being considered as determined by a licensed professional and to the satisfaction of the City.

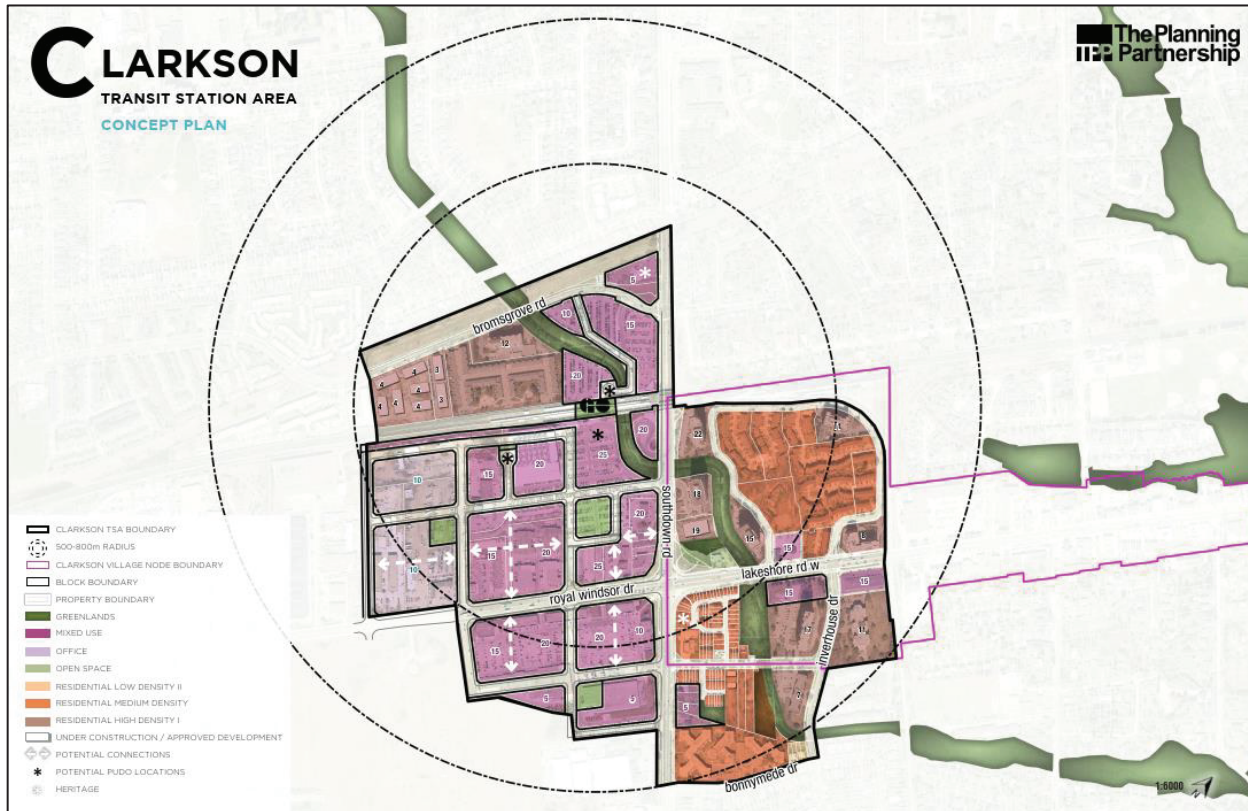


Figure 1 – Proposed Development Blocks – Clarkson TSA

Industries within the study area should be classified and assessed as per the MECP's D-Series of Guidelines. Where the proposed development is within the Potential Area of Influence of an industry, an assessment of compatibility should be performed, which is to include dispersion modelling as applicable.

The potential air quality impacts of major roadways and/or railways within 500 m of the proposed development should be considered for inclusion in the dispersion modelling study, as applicable. Determination of the requirements for a dispersion modelling study for transportation-related sources (e.g., road and rail) should be determined by a licensed professional and confirmed by the City.

Dispersion modelling should be conducted in accordance with the MECP's "Guideline A-11 Air Dispersion Modelling Guideline for Ontario", including the following project-specific considerations:

- Consideration should be given to large sources in proximity to Lake Ontario. Any active source

exceeding 50 m in height within 1 kilometre of the lake should be assessed with an appropriate shoreline fumigation model. Examples of shoreline fumigation models include, SCREEN3, CALPUFF, and Shoreline Dispersion Model (SDM).

- The dispersion modelling study should consider the built forms of each development in the final build-out of the Clarkson TSA when determining the impact of building effects. Where no built form has been established, consideration should be given to general building massing when performing the modelling and maximum building heights as per the preferred concept plan.
- All elevated points of reception (e.g., balconies, windows, air handling units) should be included as discrete receptor points within the dispersion modelling.

The results of the dispersion modelling should be combined with the results of the ambient air monitoring study to determine the predicted cumulative concentrations of each contaminant, where applicable (Note: this would be the case for a scenario in which contribution of an air contaminant source is not accounted for in the ambient air monitoring data). For contaminants which are not included in the monitoring study, ambient concentration data should be obtained from the relevant MECP or Environment and Climate Change Canada monitoring station. The 90th percentiles of ambient concentrations are to be used to provide a conservative measure of the background concentrations. The cumulative concentration (i.e., modelled concentration + 90th percentile background) should be summarized using the appropriate statistical method and compared to the AAQC.

If the cumulative concentration of a contaminant is below the relevant AAQC, it can be concluded that air quality is likely to be acceptable for that contaminant. Should the cumulative concentration of all contaminants be below the relevant AAQCs, and the compatibility assessment show that land uses are compatible as per the MECP's Guideline D-6, no further action would be required. Should the cumulative concentration of a contaminant exceed the relevant AAQC, further consideration is required. In such situations the frequency and magnitude of the exceedances is to be quantified and the results be reviewed by a qualified human-health risk assessment expert in order to determine appropriate implications and consideration of any mitigation measures for the proposed development / intensification. The results and analysis of the air quality studies are to be peer reviewed by a licensed professional representing the City of Mississauga and review comments / deficiencies are to be addressed prior to issuance of the studies for City's decision making and approval process.

Southdown Local Area Plan – City Initiated OPA: Conformity to Provincial, Regional and Mississauga Official Plan Policies:

The proposed amendment aligns with the current Provincial, Regional and Mississauga Official Plan and Policies as outlined below:

Provincial Policy Statement (2020):

Section 1.2.6 of the Provincial Policy Statement, provides directions on managing and directing land uses while ensuring land use compatibility and prioritizing public health and safety.

Sub-Section 1.2.6.1 states that, “Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects 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 in accordance with provincial guidelines, standards and procedures”

Amendment 1 (2020) to the Growth Plan (2019)

The Growth Plan (2019) and its recently released Amendment 1 (2020) provides direction to municipalities for conversions within Provincially Significant Employment Zones (PSEZs) located in MTSAs. While doing so, it provides guidance to determine the appropriateness of such conversions by ensuring they do not encroach upon existing industries, are compatible and address all associated negative impacts. Sub-section 7(c) of 2.2.5 Employment, states that, “Municipalities will plan for all employment areas within settlement areas by providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility”.

While, sub-section 8 states that, “The development of sensitive land uses, major retail uses or major office uses will, in accordance with provincial guidelines, avoid, or where avoidance is not possible, minimize and mitigate adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment.”

Region of Peel Official Plan

The current Regional Official Plan provides an overarching direction to support and implement planning policies within Mississauga. Sub-section 2.2.3.3.7 of the Section 2.2.3 Air Quality states that it is the policy of the Regional Council to “Support the development of area municipal official plan policies including, but not limited to, setbacks for residential developments, transportation corridors and the separation of sensitive land uses from both planned and existing sources of harmful emissions.”

Additionally, Section 5.1.3 General Policies for the Region Structure provides direction for appropriate planning of conflicting land uses while maintaining appropriate separation distances and ensuring that associated negative impacts to public health and safety are addressed. Sub-section 5.1.3.1 states that it is the policy of the Regional Council to, “Plan for major facilities (such as transportation and infrastructure corridors, airports, sewage treatment facilities, waste management system and industrial and aggregate facilities) and sensitive land uses to be appropriately designed, buffered and/or separated from each other to prevent adverse effects from odour, noise and other contaminants.”

Mississauga Official Plan

The proposed amendment reinforces the current policies and objectives of the Mississauga Official Plan.

Chapter 6 and Chapter 19 provide specific policies for determining land use compatibility and requirements for implementation, respectively.

Notably, sub-section 6.1.10 of Section 6.1 Value the Environment states that, “In accordance with the Provincial Government guidelines, the development proponent will be required to undertake a feasibility study in those cases where:

- a. a sensitive land use is proposed within the area of influence of a facility that generates contaminant discharges; or,
- b. a facility generates contaminated discharges or a proposed facility is likely to generate contaminated discharges.

The study will evaluate the impacts, both before and after any proposed mitigation measures are applied and identify options for mitigation both at the source or elsewhere to the satisfaction of the City and other appropriate approval authorities.”

While, sub-section 6.5.5 of Section 6.5 Air Quality states that, “When determining land use compatibility, regard will be given to odours, air particulates, noise and other contaminants, which may impact adjacent or nearby land uses and natural areas. Incompatible land uses such as sensitive land uses and those uses that are sources of noise, odour and dust will be separated and/or the nuisances will be mitigated, so they do not interfere with each other.”

These policies apply citywide and provide general direction to staff to determine whether proposed land uses are appropriate and compatible with the existing uses. Building on the existing policy framework, the proposed amendment will provide a stronger basis for ensuring that any new sensitive uses proposed within the Southdown Employment Area are safe for future residents without compromising the functionality of the surrounding industries and operations.

City of Mississauga

Corporate Report



Date: October 5, 2020

To: Chair and Members of Planning and Development Committee

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

Originator's files:
CD.03-UPT

Meeting date:
October 19, 2020

Subject

**PUBLIC MEETING INFORMATION REPORT (WARD 4 AND WARD 5) – Mississauga
Official Plan Amendment for the Uptown Major Node Character Area**

Recommendation

1. That the report titled "*Mississauga Official Plan Amendment for the Uptown Major Node Character Area*" dated October 5, 2020 from the Commissioner of Planning and Building, be received for information.
2. That the submissions made at the Public Meeting held on October 19, 2020 to consider the report titled "*Mississauga Official Plan Amendment for the Uptown Major Node Character Area*" dated October 5, 2020, from the Commissioner of Planning and Building, be received.

Report Highlights

- A draft Official Plan Amendment (OPA) has been prepared that provides a policy framework for the future development of the Uptown Major Node Character Area (Uptown Node). Please see Appendix 1 for a map of the subject area.
- This report presents the draft OPA for Council's consideration, which includes a range of policies on items such as: housing, road connections, park locations, retaining non-residential space, urban block sizes and development master plans.
- This report also provides Council with preliminary feedback from stakeholders that were engaged over September and October, 2020; along with feedback from a virtual public meeting held on October 5, 2020.
- Staff aim to bring a Recommendation Report with the final OPA to Council for consideration before the end of 2020.

Background

The Uptown Node is under significant development pressure. There are currently 14 towers under construction and/or application in the Node, which would provide over 5,000 new residential units. The City has also received some large scale preliminary applications on key redevelopment sites.

In response to this development pressure, staff undertook preliminary work to understand the cumulative impacts of this growth in the Uptown Node on the provision of infrastructure and services. As part of this assessment the following challenges were identified: parkland deficiencies, the need for a finer-grained road network and improved pedestrian connections, improved housing mix, an imbalance between population and jobs, and the need for protection of office and retail space.

In July 2020, staff received Council support to develop an OPA to address these issues and to help ensure the Uptown Node can continue to thrive as a complete, vibrant and well served community into the future.

See Appendix 2 for a copy of the July 27, 2020 report entitled *“Information Report (Ward 4 and 5) – Uptown Node Capacity Review”*.

Comments

OVERVIEW OF DRAFT OFFICIAL PLAN AMENDMENT

The draft OPA (Appendix 3) has been prepared to address the issues identified in the Information Report presented to Council on July 27, 2020. It incorporates comments made by staff in Planning and Building, Transportation and Works, and Community Services and feedback received during the public and stakeholder consultation period over September and October, 2020. The following summarizes key policies within the draft OPA.

Develop Finer Grained Road Network

The draft OPA includes a *“Block and Road Concept Plan”* with future roads and pedestrian connections. The draft policy directs that these roads/connections are public, but allows for the consideration of private roads under certain circumstances.

The draft OPA also has policies intended to create a finer grid network and a permeable system of streets to support a well-connected and walkable community. The draft OPA also includes policies to enhance the public realm and ensure new development considers its impact on the streetscape.

Need to Retain and Encourage Non-Residential Uses

The draft OPA reinforces the vision for the Uptown Node as a mixed use community that offers a range of employment opportunities. In order to achieve a better balance between residents and jobs, the proposed policies encourage non-residential uses.

Further, the draft OPA includes a policy that requires the replacement of any non-residential space proposed to be demolished as part of redevelopment plans. In the case of retail space, a limited loss of net floor area would be permitted if the planned function of the retail uses are maintained during and after redevelopment.

Identify Parkland Locations

The draft OPA includes a “*Block and Road Concept Plan*” that proposes potential locations for future parks in order to create an interconnected open space network. The size, configurations and quality of these parks will be determined through the development application process and in line with section 42 of the *Planning Act* and any other applicable provisions. Where a public park cannot be secured, the OPA identifies that POPS (Privately Owned Publicly Accessible Spaces) could be considered.

The draft OPA also includes the requirement to provide playgrounds within a 400m unimpeded walk within the Uptown Node. This policy reflects the city-wide standards and is intended to address the playground deficit in the Node.

Requirement for Development Master Plans

The draft OPA proposes that staff may require a development master plan for large scale developments within the Node, and that this will be determined through the pre-application meeting and in consultation with staff prior to development application submission. This policy is intended to bring a more comprehensive and coordinated approach to planning within the Node.

Housing Mix and Affordability

The draft OPA encourages the development of a range of housing choices in terms of unit type, unit size, tenure, and price, to accommodate changes in community needs over time. The draft OPA also promotes opportunities for partnerships in order to meet this objective.

Community Infrastructure Provisions through Partnerships

The draft OPA encourages community partnerships and the sharing of community infrastructure and facilities, where practical. This proposed policy is, in part, intended to provide support to the Peel District School Board, given the immediate need for an elementary school in the area.

Urban Design

The draft OPA amends the existing urban design policies and introduces detailed policies to support the creation of a vibrant community with a sense of place. Draft policies include urban design considerations in relation to street hierarchy, as well as the creation of urban scale blocks and streets.

Building Height - *Policies Not Amended*

The current planning framework in the Uptown Node allows for height permissions up to 25 storeys, with the opportunity to develop taller buildings if certain criteria can be met. Given the growth emphasis placed on Uptown Node, the policy framework guiding heights in the Uptown Node is considered sufficiently robust and is not be addressed as part of this OPA.

COMMUNITY ENGAGEMENT

Engagement Process

This OPA has been underpinned by stakeholder engagement with the following groups:

- **Public Engagement:** The public has been involved via a project website, social media, an online comments form, a virtual community meeting and this statutory public meeting. Public engagement was intended to provide information on the draft policies and gain preliminary feedback.
 - **Virtual Community Meeting:** A virtual community meeting was held on October 5, 2020.
 - **Statutory Public Meeting:** Notification for the October 19, 2020, Statutory Public Meeting was published in the Mississauga News. Information of this public meeting was also shared on the Uptown Node project website (www.yoursay.mississauga.ca/uptown), and promoted via a media release, Council's Corner newsletter and social media.

- **Posting Draft OPA:** The draft OPA policies will be posted on the project website on October 9, 2020 along with an online comment form in order to receive further detailed comments from the public.
- **Stakeholder and Land Owner Engagement:** Outreach with the Uptown Node's stakeholders and major land owners took place over September and October, 2020 in order to provide information on the amendment and gain preliminary feedback on more site specific matters.

Feedback Received to Date

Staff engaged stakeholders and the public through the abovementioned engagement tactics. Staff have incorporated this preliminary feedback into the draft OPA and provided a summary of the key messages received below.

Creating a Complete Community

- We heard about the need for Uptown Node to evolve as a complete, vibrant and mixed use community that provides opportunities for people of all ages and abilities to live, work, shop and play.
- Feedback also included the need for school sites in the Node, playgrounds, parks and improved pedestrian connections.

Improving Multi-Modal Movement around the Node

- We heard about the need for a more connected Node that supports multi-modal transit, including improved pedestrian connections, active transportation, automobiles and future connections to the Hurontario Light Rail Transit.
- Feedback was received that people often felt unsafe crossing some of the larger roads in the Node, and there was support for implementing pedestrian connections and a finer grained street network for people to move around.

Consideration of Local Development Aspirations and Condition

- During our discussions with major land owners in the area, we heard support for strengthening Uptown Node into the future.

- We also heard that it will be important that the OPA incorporates their development aspirations and that it carefully considers individual site constraints to ensure the new policy framework is achievable on the ground.
- One land owner also expressed that it will be important any requirements for new office and retail are economically viable.

In response to posting the draft OPA policies, staff anticipate detailed comments from the public and stakeholders. Staff will consider all feedback received in finalizing the draft OPA and will present this feedback to Council for consideration as part of the final Recommendations Report.

Financial Impact

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

Conclusion

The Uptown Node Official Plan Amendment has been a consultative process that has produced a draft policy framework to aid in the development of a vibrant, mixed-use and connected community. The next step is to incorporate any further feedback received through community engagement and at the October 19, 2020 Public Meeting into the final OPA that will be presented to Council for consideration by the end of the year.

Attachments

Appendix 1: Context Map of Uptown Node

Appendix 2: Information Report (Wards 4 and 5) – Uptown Node Capacity Review, July 27, 2020

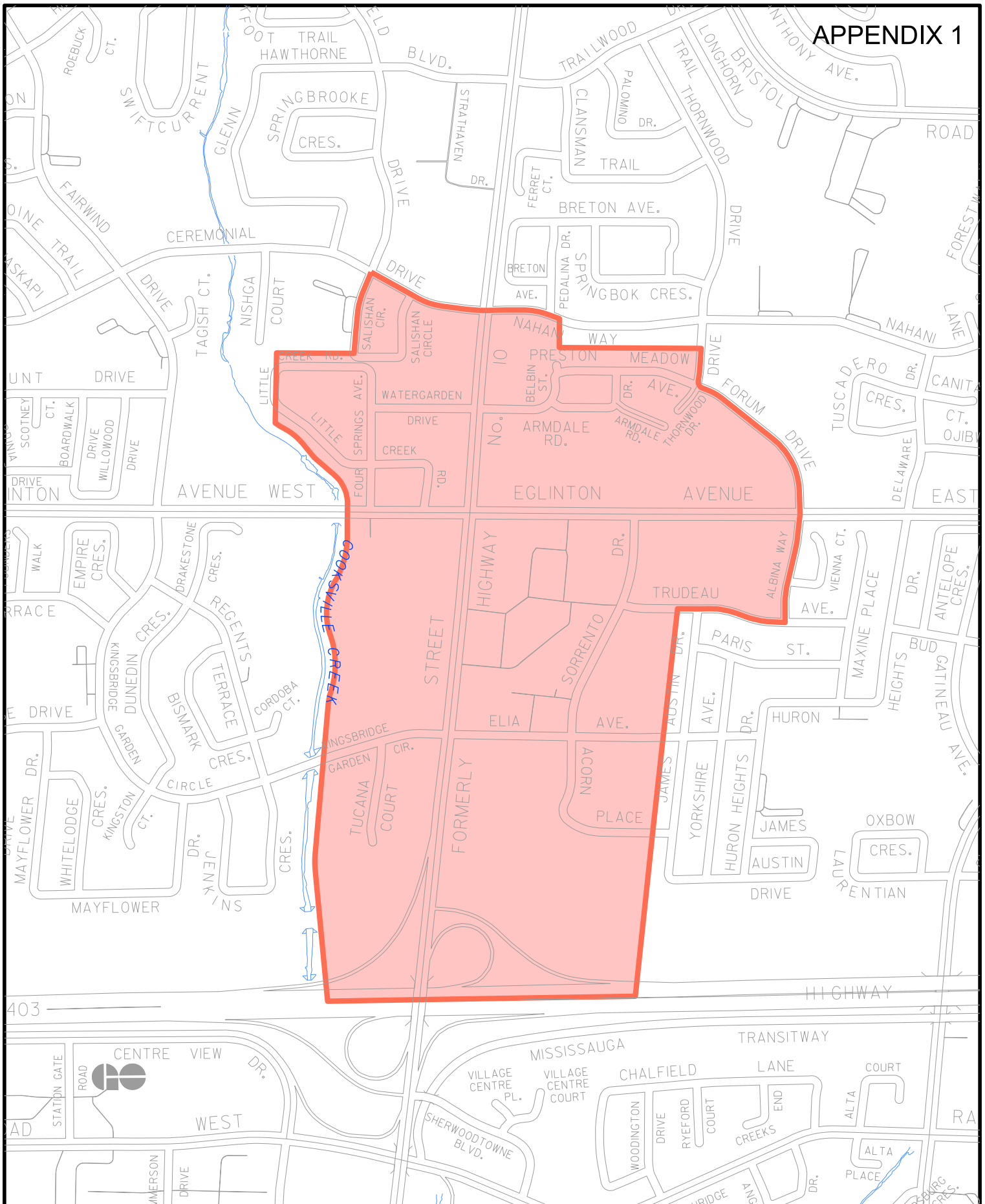
Appendix 3: Uptown Major Node Character Area – Draft Official Plan Amendment



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

Prepared by: Katherine Morton, Manager, Planning Strategies and Data
Mojan Jianfar, Planner, Planning Strategies and Data

APPENDIX 1



APPENDIX 1 - CONTEXT MAP OF UPTOWN NODE

0 40 80 120 160
metres



City of Mississauga Corporate Report



Date: June 19, 2020 To: Chair and Members of Planning and Development Committee	Originator's files:
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: July 27, 2020

Subject

INFORMATION REPORT (WARDS 4 AND 5) – Uptown Node Capacity Review

Recommendation

1. That the following report titled "Uptown Node Capacity Review" dated June 19, 2020, from the Commissioner of Planning and Building, be received for information.
2. That staff prepare an Official Plan Amendment (OPA) for the Uptown Node to address the key challenges identified in this report and ensure the Uptown Node can support proposed development.
3. That staff are authorized to undertake community engagement to support this work, including holding a public meeting at an upcoming Planning and Development Committee meeting in the fall.

Report Highlights

- The Uptown Node is under significant development pressure. There are currently 14 towers under construction and/or application in the Node, which would provide over 5,000 new units (see Appendix 2 & 3). The City has also received some large scale preliminary applications on key redevelopment sites.
- This report seeks to understand the cumulative impact of proposed developments on the provision of infrastructure and services in the Node by bringing together advice from all of the City's infrastructure providers.
- The report identifies the following key challenges for the Node: road connectivity, creating an urban block pattern, securing land for parks, affordable housing and retaining retail and office functions.
- Staff are seeking Council authorization to prepare an OPA that would include a Block and

Road Concept Plan to help address these challenges and support proposed development.

Background

Uptown Node is centered on the intersection of Hurontario Street and Eglinton Avenue. The Node is a focal point for retail, office and medium to high density residential development and will soon be served by the Hurontario Light Rail Transit (LRT). See Appendix 1 for a context map.

The Uptown Node has 12,300 residents and 2,200 jobs. The City's approved growth forecast project a population of approximately 20,000 by 2041. Existing zoning permissions in the area allow for approximately 25,000 people.

The Node is currently seeing development proposals beyond these planned levels. There are currently 14 towers under construction and/or application in the Node. The City has also received some large scale preliminary applications on key redevelopment sites south of Eglinton that contemplate the development of another dozen or so towers.

Taking all of that potential growth in the pipeline into account, the Node could have a population of 30,000 people, in other words support a town the size of Orillia. If growth continues along the current trajectory the population could increase further to 40,000 or 50,000. Appendix 2 and 3 provides detailed information on all the active development applications and buildings currently under construction in the Node.

In response to this development pressure, staff undertook preliminary work to understand the cumulative impacts of this higher amount of growth in the Uptown Node on the provision of infrastructure and services. Planning and Building staff reached out to each of the City's infrastructure providers to identify any capacity concerns and develop strategies to manage these pressures moving forward.

Staff are now seeking authorization from Council to move ahead with developing further policies and plans that could help to manage some of this growth and ensure that the Uptown Node can thrive as a complete, vibrant and well served community into the future.

Comments

UPTOWN NODE'S POLICY FRAMEWORK

The Uptown Node has an existing policy framework in the City's Official Plan that has helped to guide and manage growth. Highlights include:

- Identified as a *Major Node*, and intended to accommodate significant levels of development.

- Allows heights up to 25 storeys, with larger buildings permitted if certain policy requirements can be met.
- Striving to achieve a density target of 200-300 people plus jobs per hectare.
 - The Province has also set a minimum density target for Uptown Node of 160 people plus jobs per hectare in order to support the LRT.
- Aiming to provide a range and mix of housing.
- A balance between population and employment (or a 2:1 ratio).
- Aiming to provide a high quality urban environment and quality transitions in the built form to surrounding neighbourhoods.

Staff's recommendation to undertake a municipally initiated OPA is intended to build on these existing policies, recognizing the transitional nature of this character area in the city's urban structure hierarchy.

KEY POLICY AND CAPACITY CONSIDERATIONS

To understand capacity in the Node and the key policy considerations for the area, staff from Planning & Building received feedback from the City's Community Services and Transportation and Works Departments, along with Mississauga's services and infrastructure providers - the Peel District School Board, the Dufferin Peel Catholic School Board, Region of Peel and Alectra.

Based on this feedback, the following city building and capacity issues were identified:

Fine Grained Road Network

A high level transportation assessment was undertaken to review potential growth thresholds in the Node. The assessment reviewed six key intersections and found that they have capacity to support existing populations, but as the area continues to develop these intersections will be under increasing pressure. The assessment identified that the area would benefit from greater connectivity and a finer grained road network for pedestrians, cyclists and drivers. Staff are exploring options for the OPA to implement a finer grained network of local streets (see attached Appendix 4).

The Uptown Node is comprised of many large "super" blocks, and it will be important to break up these blocks to create an urban scaled grid network to support mobility and pedestrian movement in the area, along with dispersing congestion. While density and built form on these blocks will be determined through the development process, staff are exploring options for a future OPA to establish a maximum block size of approximately 90 metres x 100 metres to create a permeable network of streets.

Additional work will be undertaken over the long term to examine the role of Eglinton Avenue in supporting multi-modal travel. This includes potential for a MiWay Express route and/or higher order transit along the corridor. In addition, a different mix of land uses to change internal trips and improvement to pedestrian safety is under consideration. In the shorter term, operational improvements, such as transit priority measures and an increase in amenities (i.e. bus shelters) is under review.

Parkland Provision

The minimum target parkland provision for the area is 12%, or approximately 12 hectares of parkland. The Uptown Node currently contains approximately 4 hectares of parkland, resulting in a deficit of approximately 8 hectares (19.5 acres) of parkland, with approximately 3.5 hectares expected through the development application process. The City also aims to provide playgrounds spread out within the area (within 400 m walking distance). Two additional playgrounds are required in the Node's southern quadrants.

Staff are exploring ways an OPA can work within provincial framework to secure future parkland and playgrounds, as well as ensure this parkland is provided as part of an interconnected system of greenspace. Where a park cannot be secured, pocket parks and POPS (Privately Owned Publicly Accessible Spaces) could be considered.

Retail Function and Commercial Function

The Uptown Node is intended to foster a mix of uses and a range of employment opportunities. However, active development applications in the Node have included limited, if any, proposals for office and/ or commercial space. Staff are exploring ways that an OPA could allow the Node to, at minimum, retain its existing office and key commercial space to ensure it can function as a complete community.

Building Height

The current planning framework in the Uptown Node allows for height permissions up to 25 storeys, with the opportunity to develop taller buildings if criteria can be met. Given the growth emphasis placed on Uptown Node, the policy framework guiding heights in the Uptown Node is considered sufficiently robust and would not be addressed as part of this OPA.

Housing Mix and Affordability

As the Node develops and the LRT is constructed, it will be an ideal location for affordable housing. Staff are exploring ways the OPA could support affordable housing contributions, prior to the introduction on Inclusionary Zoning. At the request of the City, some landowners have already proposed forms of affordable housing as part of their plans.

Master Planning Requirements

Development master plans are a tool identified in the Mississauga Official Plan that allows the City to review development proposals on a holistic basis. Examples include the Lakeview Waterfront and Port Credit West Village master plans. For large sites in the Uptown Node development master plans should be required so that matters such as height and density, the location of new streets and site phasing can be assessed prior to the approval of a development application. The OPA could enforce this type of requirement.

Peel District School Board (PDSB) School Site

There is an immediate need for a new PDSB elementary school and the Board is examining options both inside the Node and in the surrounding area to support the substantial growth occurring in the Hurontario corridor. Staff will continue to support the PDSB in working to secure elementary school/s in the City's fastest growing areas through development applications.

OFFICIAL PLAN AMENDMENT TO GUIDE FUTURE GROWTH

Staff are seeking authorization to develop an OPA to address policy and capacity issues identified throughout this report (e.g. road connectivity, creating an urban block pattern, securing land for parks, affordable housing and retaining commercial and office functions).

A key component of the proposed OPA would be a preliminary Block and Road Concept Plan, which would help to map out and illustrate these key policy concepts within the Node. Specifically, this Plan would aim to address the need for a more connected road network and securing of physical parkland. A draft Block and Road Plan has been included in Appendix 4.

Staff propose to work closely with stakeholders, land owners and the public in developing this OPA and the Block and Road Concept Plan.

It is anticipated staff will report back to Planning and Development Committee with a Public Meeting and draft OPA in the fall of 2020.

Financial Impact

Not applicable at this time.

Conclusion

Staff from across various departments, as well as agency groups, have identified challenges for the Uptown Node, including parkland and playground deficiencies, the need for a finer-grained road network and improved pedestrian connections, improved housing mix, and the need for protection of office and commercial space.

To address these challenges and ensure future growth in the Uptown Node supports a complete and connected community, staff recommend the development of an OPA that includes a Block and Road Plan. Staff seek Council's authorization to commence the process to develop this OPA, along with permission to consult the community and hold a public meeting.


Attachments

Appendix 1: Context Map of Uptown Node

Appendix 2: Active Application Summary

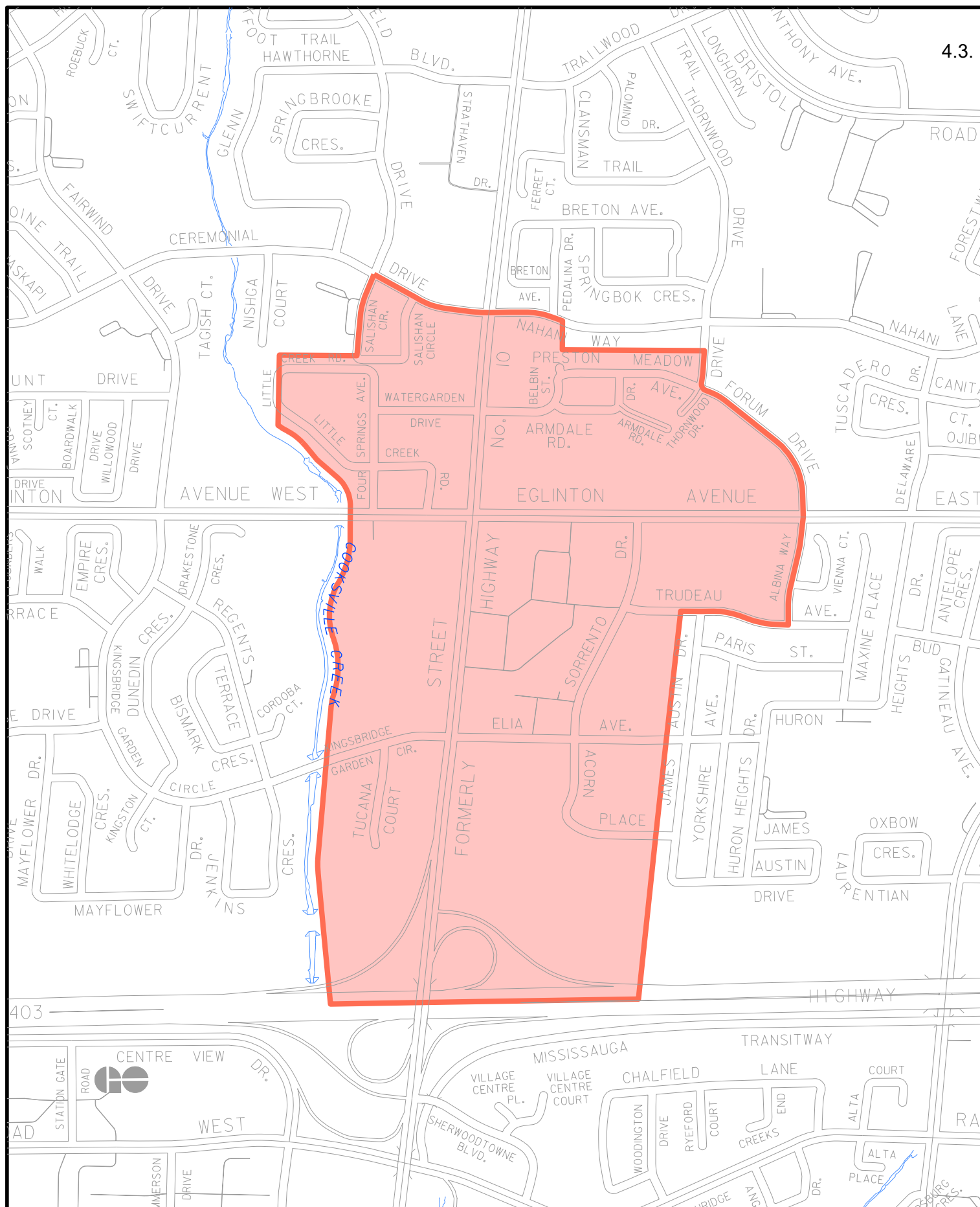
Appendix 3: 3D Development – Active Applications

Appendix 4: Draft Uptown Node Block and Road Concept Plan



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

Prepared by: Katherine Morton, Manager, Planning Strategies, City Planning Strategies



APPENDIX 1 - CONTEXT MAP OF UPTOWN NODE

0 40 80 120 160
metres

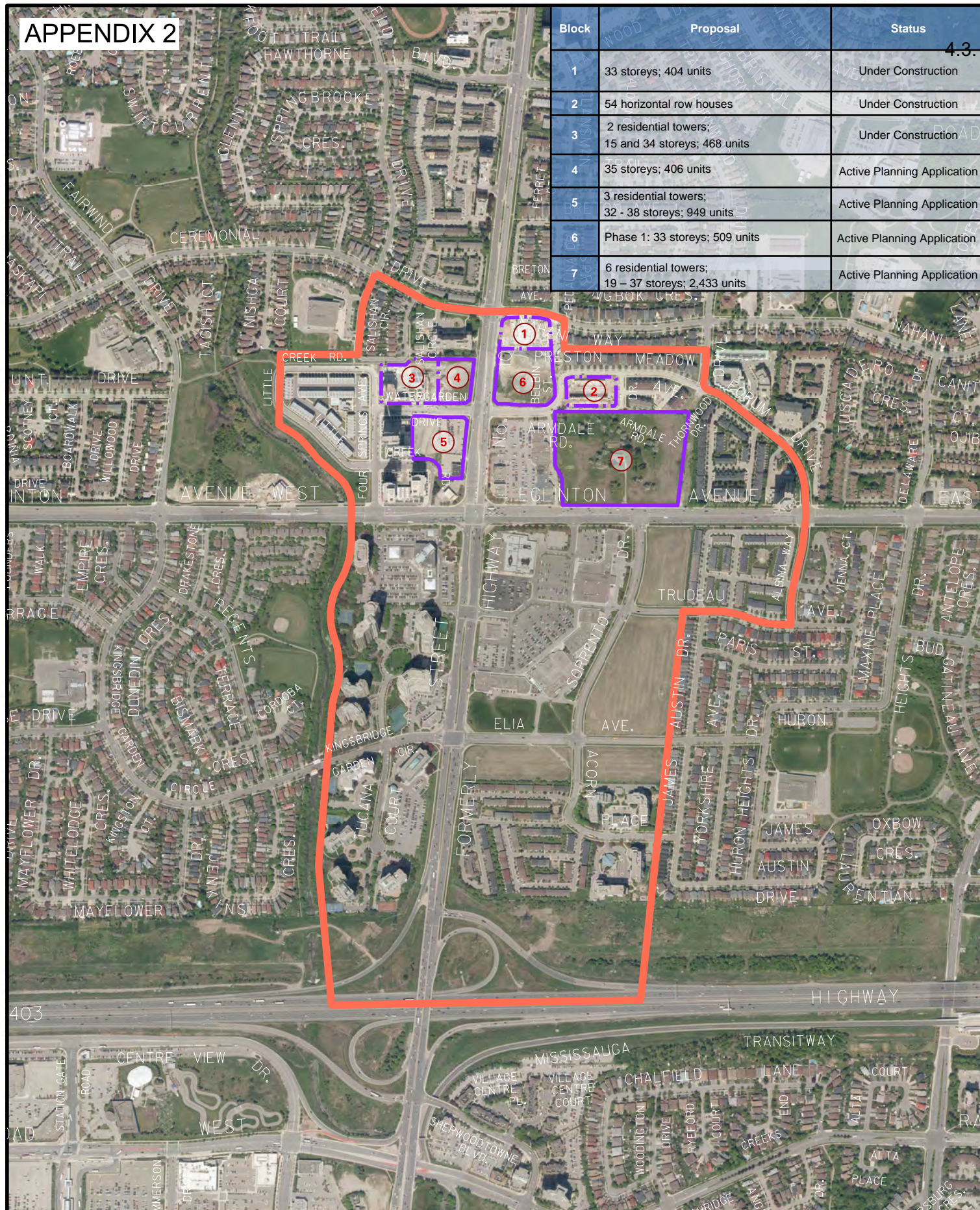


MISSISSAUGA

Produced by
CPS-IT, Geospatial Solutions

APPENDIX 2

Block	Proposal	Status
4.3.		
1	33 storeys; 404 units	Under Construction
2	54 horizontal row houses	Under Construction
3	2 residential towers; 15 and 34 storeys; 468 units	Under Construction
4	35 storeys; 406 units	Active Planning Application
5	3 residential towers; 32 - 38 storeys; 949 units	Active Planning Application
6	Phase 1: 33 storeys; 509 units	Active Planning Application
7	6 residential towers; 19 - 37 storeys; 2,433 units	Active Planning Application



APPENDIX 2 - ACTIVE APPLICATION SUMMARY

 UPTOWN NODE BOUNDARY
  ACTIVE APPLICATION SITES
  UNDER CONSTRUCTION



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 CPS-IT, Geospatial Solutions



3D PERSPECTIVE VIEW LOOKING SOUTH

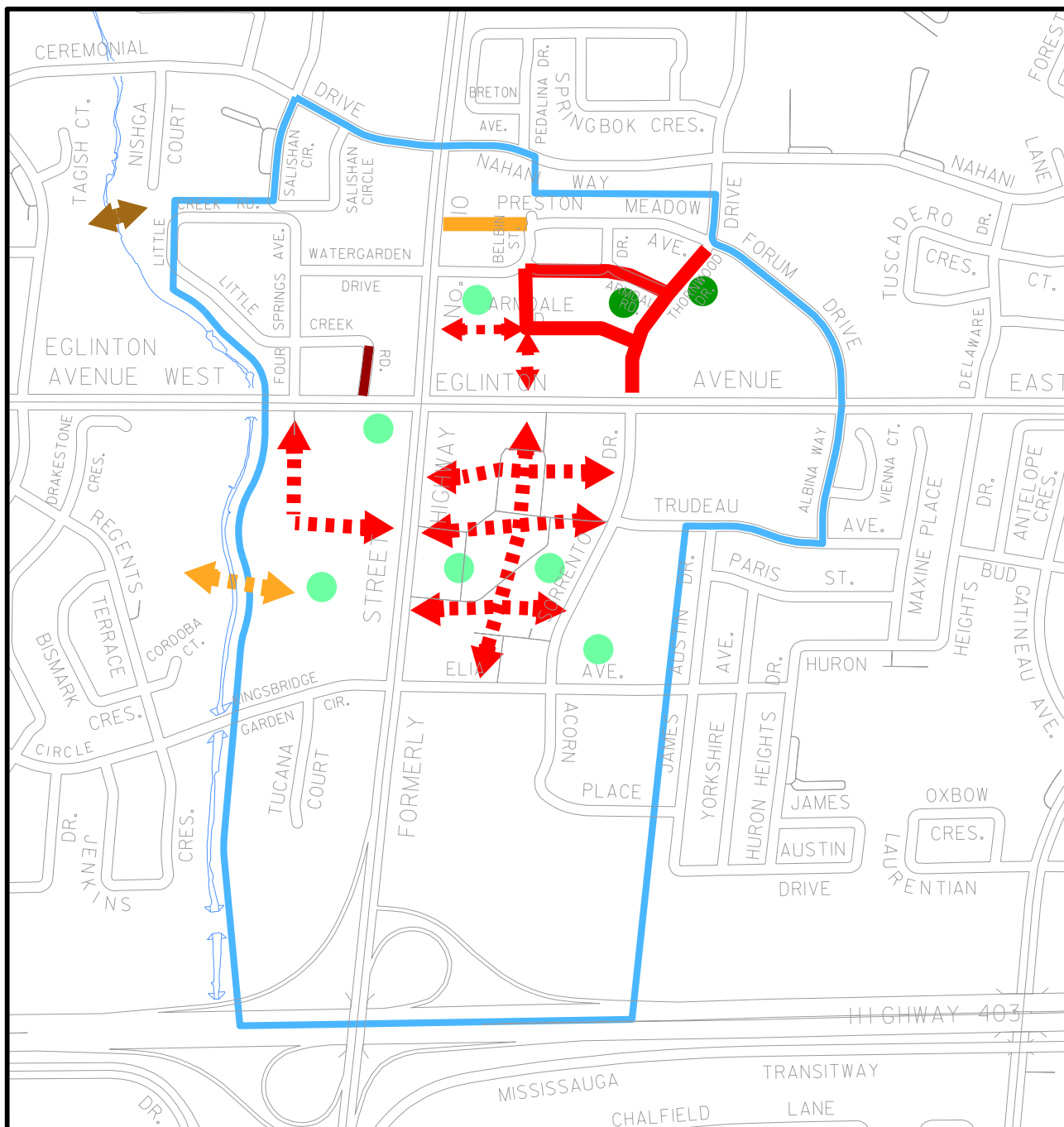


3D PERSPECTIVE VIEW LOOKING NORTH

APPENDIX 3: 3D DEVELOPMENT - ACTIVE APPLICATIONS

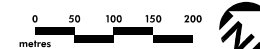
■ UNDER CONSTRUCTION

■ ACTIVE PLANNING APPLICATION

**LEGEND**

- Proposed Roads - Under Application
- - - Proposed Roads - Conceptual
- Proposed Road Widening
- Proposed Pedestrian Connection - Under Application
- Existing Pedestrian Connection
- - - Proposed Pedestrian Connection - Conceptual
- Proposed Parks - Conceptual
- Proposed Parks - Under Application

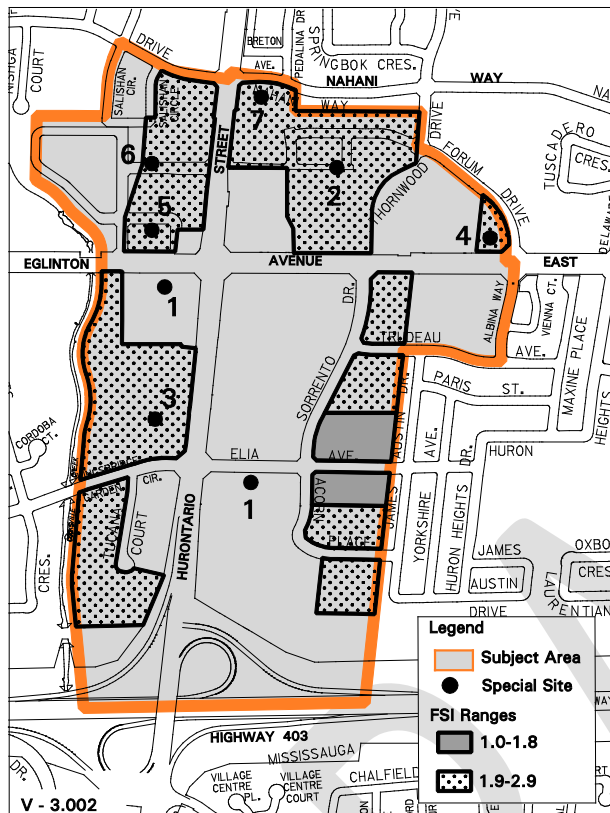
APPENDIX 4 - DRAFT UPTOWN NODE BLOCK & ROAD CONCEPT PLAN



Appendix 3: Uptown Major Node Character Area – Draft Official Plan Amendment

Draft policies are shown in **red**; deleted text is shown as ~~strikeouts~~; existing policies are in black

13.4 Uptown



Map 13-4.1: Uptown Major Node Character Area

13.4.1 Guiding Principles

Uptown will be planned as a mixed use community with a vibrant public and private realm, a high quality network of open space, housing choices and a range of employment opportunities. Uptown will be transit oriented in support of the Hurontario Light Rail Transit and provide a safe environment for walking and cycling.

Uptown will evolve based on the following Guiding Principles:

1. **Connect:** Supports walking, cycling, transit and vehicular options for all people of all ages to get around.

2. **Mix:** Supports offices, retail uses and a range of employment opportunities, along with medium to high density residential development.
3. **Green:** Incorporates a high quality and well-designed network of parkland.
4. **Partnerships:** Supports innovative partnerships, where they benefit the community.

13.4.2 Housing

13.4.2.1 Uptown is encouraged to develop with a range of housing choices in terms of unit type, unit size, tenure, and price, to accommodate changes in community needs over time.

13.4.2.2 Mississauga will encourage the provision of affordable housing, and in particular, affordable rental housing and apartments with two or more bedrooms.

13.4.2.3 Mississauga will encourage partnerships and collaborations to support the creation of affordable housing in Uptown.

13.4.2 13.4.3 Land Use

13.4.3.1 Uptown will be developed as a compact, mixed use community that supports offices, retail uses and a range of employment opportunities.

13.4.3.2 Redevelopments that result in a loss of office floor space will not be permitted, unless it can be demonstrated that office floor space will be replaced as part of the redevelopment.

13.4.3.3 Redevelopment that results in a loss of retail and service commercial floor space will not be permitted, unless it can be demonstrated that the planned function of the existing non-residential

component will be maintained during and after redevelopment.

~~13.4.2.1~~ **13.4.3.4** For lands designated Residential Medium Density, building heights will not exceed three storeys.

~~13.4.1~~ **13.4.4 Urban Design**

~~13.4.4.1~~ To enhance a sense of community, it is proposed that a number of major **streetscapes** be developed in a manner that will impart a sense of character and identify major geographic areas of the Character Area.

~~13.4.4.2~~ Community Form and Structure Uses along Hurontario Street should be integrated with the overall community design by providing for:

- ~~a. a graduated transition in development intensity and building scale; and~~
- ~~b. orientation of buildings, related open spaces and service functions to minimize visual and functional conflicts on abutting lands.~~

13.4.4.1 Built form in Uptown will create a sense of place, community and contribute to an improved quality of life.

13.4.4.2 Uptown will be developed to:

- a. create a fine-grain grid network of urban scale land blocks and streets;
- b. provide high quality design for streets and intersections that achieve definition, enclosure and comfort for pedestrians and street life
- c. incorporate landscaping, street furniture, street trees, lighting systems and signage to animate roads and create a positive

pedestrian, cycling and transit-oriented experience; and

- d. incorporate and integrate on-street parking into streetscape design, as appropriate, to balance the needs of all modes of transportation and the public realm that share the right-of-way.

13.4.4.3 Buildings shall be designed to consider the street hierarchy and streetscape, as follows:

- a. High priority streets: Buildings on streets that front main roads, parks or public spaces shall be developed to incorporate:
 - i. commercial use at grade, where appropriate;
 - ii. building openings that maximize connections to retail uses, parks and public spaces; and
 - iii. a high percentage of transparent vision glass along the street edge.
- b. Residential streets: Buildings on streets that are predominantly residential should be developed with residential units at grade, which provide direct access to the street.
- c. Service streets: Buildings on service streets should accommodate all service vehicles, vehicular access and utilities.

13.4.4.4 Developments are encouraged to incorporate sustainable measures in their designs and consider opportunities to reduce Green House Gas (GHG) emissions and improve storm water management.

~~13.4.3~~ 13.4.5 Transportation

~~13.4.3.1~~ 13.4.5.1 South of the Character Area between the utility corridor and Highway 403, a new east-west roadway is proposed to provide access to the Downtown area. The proposed Highway 403 North Collector would be connected to Highway 403 west of Hurontario Street and east of Mavis Road and would be developed within the Parkway Belt West corridor as a one-way westbound two lane roadway with grade separations at Hurontario Street, Duke of York Boulevard, Confederation Parkway, the Highway 403/Mavis Road westbound off-ramp, and Mavis Road. ~~In addition, ramp connections would be provided at Duke of York Boulevard and Confederation Parkway to provide access to and from the Downtown road network.~~

Road Network

13.4.5.2 The road network identified in Map 13-4.2 will provide connectivity and a fine grained multi-modal network to encourage walking and cycling within the Node.

- a. All roads shown should be public.
- b. The design, access requirements and public/private responsibilities for roads and pedestrian connections will be determined through the development application process.
- c. Adjustments to the road network may be made without amendment to Map 13-4.2 at the City's discretion to accommodate block development, while maintaining the goal of breaking up large blocks with roads and pedestrian easements.

13.4.5.3 A limited number of private roads may be considered subject to the following:

- a. public easements will be required;

b. required right-of-way widths will be provided; and

c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.

13.4.5.4 Future additions to the road network will be public roads, unless arrangements for private roads are made that are satisfactory to the City.

13.4.5.5 New roads will connect and align with existing roads in surrounding neighbourhoods.

Road Design

13.4.5.6 Roads will be designed as complete streets. New roads will be designed to incorporate active transportation and transit infrastructure. Existing arterial and collector roads dissecting and surrounding the Character Area will be redesigned to incorporate active transportation and transit infrastructure, as appropriate.

13.4.5.7 Vehicular access from roads will be coordinated and consolidated in order to minimize driveways and disruption to pedestrians, cyclists and transit.

13.4.5.8 Pedestrian and cycling connections to transit facilities will be prioritized.

13.4.5.9 Transit stations and facilities will be incorporated into redevelopment plans adhering to the standards of the applicable transit agency.

13.4.5.10 Bicycle parking will be required and should be located throughout the Character Area and at transit facilities.

13.4.5.11 Cycling facilities will be incorporated per the Mississauga Cycling Master Plan. The City may in the future identify secondary cycling routes to be integrated with the design of the public realm.

13.4.5.12 Development applications will be accompanied by traffic impact studies and/or parking

utilization studies that will address, among other things, strategies for limiting impacts on the transportation network such as:

- a. transportation demand management;
- b. transit oriented development and design;
- c. pedestrian/cycling connections; and
- d. access management plan.

13.4.5.13 The City may consider alternative road design standards to achieve community design objectives.

13.4.5.14 A study of Eglinton Avenue may be undertaken in the future to examine increased transit service and/or higher order transit to support growth along the corridor.

Parking

13.4.5.15 Underground parking is preferred, however, where above grade parking structures are permitted they will be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure. Along prominent streets, parking structures should be screened by buildings that incorporate a mix of uses between the parking structure and the street.

13.4.5.16 Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off point delivery services.

13.4.5.17 Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate.

13.4.6 Open Space Network

13.4.6.1 The park network identified in Map 13-4.2 will form a connected parkland system that is green, safe, attractive, and supports a range of social and recreation activities.

- a. The location, configuration and size of the parkland block(s) will be determined in conjunction with the development application process.

13.4.6.2 Parkland should be designed and located to create a central focus for Uptown. Parkland may also provide gathering spaces and connections throughout Uptown, to existing and future open spaces, commercial developments, community facilities and to surrounding neighbourhoods.

13.4.6.3 Playgrounds should be provided within an unobstructed 400 m walking distance from residential areas within Uptown, unimpeded by major pedestrian barriers such as rivers or major roads.

13.4.6.4 Development that has frontage to a park shall protect for maximum sun exposure onto parkland.

13.4.6.5 Publicly accessible private open spaces (POPS) may be incorporated into developments provided that:

- a. the design of private open space will integrate seamlessly with Uptown's parkland system, adjoining street network, and pedestrian environment;
- b. the private open space interfaces with existing and/or proposed development in a legible and cohesive manner; and
- c. the private open space is maintained as universally accessible and open to the public.

13.4.6.6 Notwithstanding 13.4.6.1 opportunities to obtain additional parkland and space for recreational and library services will be explored through purchase by the City, establishment of easements, land dedication, or future agreements with land owners, where appropriate, to ensure the adequate provision of parkland and open spaces.

13.4.7 Community Infrastructure

13.4.7.1 The City will work in collaboration with the school board(s) to determine the need for educational facilities. The location of these facilities will be determined through the development application process.

13.4.7.2 Community infrastructure is encouraged to adopt a compact form.

13.4.8 Implementation

13.4.8.1 Development master plans may be required for large scale developments. The need for a development master plan will be determined through the pre-application meeting and in consultation with staff prior to development application submission.

13.4.8.2 The development master plan should provide a link between Official Plan policies, and subsequent plans of subdivision, rezoning and site plan applications.

13.4.8.3 Development master plans and development applications will demonstrate how the proposal will contribute to the creation of a complete, healthy and connected community in Uptown. This includes, but is not limited to, consideration for how the new proposal supports:

- small block sizes and a fine grained road pattern;
- creation of the road network depicted in Map 13-4.2;

- creation of the park network identified in Map 13-4.2;
- provision of affordable housing;
- future provision of community infrastructure, where applicable; and
- high quality design outcomes for the public realm.

