
Planning and Development Committee

Date: April 28, 2025
Time: 1:30 PM
Location: Council Chambers, Civic Centre, 2nd Floor
300 City Centre Drive, Mississauga, Ontario, L5B 3C1
and Online Video Conference

Members

Mayor Carolyn Parrish	Chair
Councillor Stephen Dasko	Ward 1
Councillor Alvin Tedjo	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Joe Horneck	Ward 6
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Martin Reid	Ward 9
Councillor Sue McFadden (Leave of Absence)	Ward 10
Councillor Brad Butt	Ward 11

To Request to Speak on Agenda Items - Advance registration is required to make a Deputation please email Heleana Tsabros, Legislative Coordinator at deputations.presentations@mississauga.ca or call 905-615-3200 ext. 7504 no later than **Friday, April 25, 2025 before 4:00 PM**.

Comments submitted will be considered as public information and entered into the public record.

Please note the Planning and Development Committee meeting will be streamed and a video will be posted afterwards. Link to live stream: <https://www.mississauga.ca/council/council-activities/council-and-committee-videos/live-council-and-committee-videos/>

Contact

Heleana Tsabros Legislative Coordinator
905-615-3200 ext. 7504 | Heleana.Tsabros@mississauga.ca

Find it Online

<http://www.mississauga.ca/portal/cityhall/councilcommittees>

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

PUBLIC MEETING STATEMENT: In accordance with the Ontario Planning Act, only the applicant or owner of land affected by the planning applications, a specified person or a public body, and the Minister may appeal. If you do not make a verbal submission to the Committee or Council, or make a written submission prior to City Council making a decision on the proposal, you will not be entitled to appeal the decision of the City of Mississauga to the Ontario Land Tribunal (OLT), and may not be added as a party to the hearing of an appeal before the OLT.

Send written submissions or request notification of future meetings to:

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

1. **CALL TO ORDER**

2. **INDIGENOUS LAND STATEMENT**

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

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

3. **APPROVAL OF AGENDA**

4. **DECLARATION OF CONFLICT OF INTEREST**

5. **MINUTES OF PREVIOUS MEETING**

5.1 Planning and Development Committee Draft Minutes - March 24, 2025

6. **MATTERS TO BE CONSIDERED**

6.1 PUBLIC MEETING RECOMMENDATION REPORT (WARD 9)

Official Plan Amendment and Rezoning applications to permit a multi-phased development consisting of eight apartment buildings comprising nine towers with building heights ranging from 20 to 44 storeys, an open space and public park with a total of 3,162 apartment units
Address: 5100 Erin Mills Parkway
Owner: EMTC Holdings Inc.
File: OZ/OPA 24-15 W9

6.2 PUBLIC MEETING INFORMATION REPORT (WARD 7)

Official Plan Amendment and Rezoning applications to permit six freehold townhouses
2463 and 2469 Mimosa Row
Northeast corner of Floradale Drive and Mimosa Row
Owner: Beata Lis, Margaret Lis and Zygmunt Lis
File: OZ/OPA 24-14 W7

6.3 RECOMMENDATION REPORT (WARD 2)

Clarkson GO Major Transit Station Area – Update and Next Steps

- 6.4 PUBLIC MEETING INFORMATION/RECOMMENDATION REPORT (WARDS 1-8 and 10)
Proposed Amendments to the Zoning By-law to Pre-zone Lands in Protected Major Transit
Station Areas (MTSAs)
File: LA.07-CIT
- 6.5 PUBLIC MEETING INFORMATION / RECOMMENDATION REPORT (ALL WARDS)
Proposed City Initiated Amendments to Zoning By-law 0225-2007 to Update Additional
Residential Unit Regulations
File: CD.06-INC (All Wards)
7. **ADJOURNMENT**

City of Mississauga Corporate Report



<p>Date: April 9, 2025</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: OZ/OPA 24-15 W9</p> <hr/> <p>Meeting date: April 28, 2025</p>
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Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 9)

Official Plan Amendment and Rezoning applications to permit a multi-phased development consisting of eight apartment buildings comprising nine towers with building heights ranging from 20 to 44 storeys, an open space and public park with a total of 3,162 apartment units

Address: 5100 Erin Mills Parkway

Owner: EMTC Holdings Inc.

File: OZ/OPA 24-15 W9

Recommendation

1. That the report dated April 9, 2025, from the Commissioner of Planning and Building regarding the official plan amendment and rezoning applications at 5100 Erin Mills Parkway (Block 1 of the Erin Mills Town Centre) to permit a multi-phased development consisting of eight apartment buildings comprising nine towers with building heights ranging from 20 to 44 storeys, an open space and public park with a total of 3,162 residential units, under File OZ/OPA 24-15 W9, be received for information.
2. That Planning and Building staff report back to Planning and Development Committee prior to the earlier of 120 days from April 28, 2025, or following a resubmission filed by the applicant that adequately addresses all the issues identified in this report.

Executive Summary

- The applications are to amend the policies of the official plan and change the zoning by-law to to permit a multi-phased development consisting of eight apartment buildings comprising nine towers with building heights ranging from 20 to 44 storeys, an open space and public park with a total of 3,162 residential units.

- The site is located within one of the City's strategic growth areas where intensification is anticipated. The Reimagining Mall policies (Mississauga Official Plan Amendment 115) envision the Erin Mills Town Centre property to be redeveloped to accommodate mixed use intensification. The subject site is the first phase of the Erin Mills Town Centre mall property redevelopment.
- Staff recommend this report be received for information and staff be directed to report back to Planning and Development Committee within 120 days to allow the applicant to resubmit in order to resolve the outstanding development issues identified in the report.

Background

The official plan amendment and rezoning applications were deemed complete on January 7, 2025, and subsequently circulated for technical comments. The purpose of this report is to provide details of the applications and to inform Planning and Development Committee (PDC) on the issues that are to be addressed prior to providing a final recommendation for Committee's consideration.

Present Status

1. Site Information

(a) Site Location and Description

The triangular shaped site is located at the northwest corner of the Erin Mills Town Centre lands located at the southeast of the Glen Erin Drive and Erin Centre Boulevard intersection (outlined in red in the aerial photo below). It is currently occupied by two one-storey retail and commercial plazas, the associated outdoor surface parking and open green space. The site is accessible from Erin Centre Boulevard, Glen Erin Drive and the existing Ring Road.



Aerial Photo of Northwest Corner of 5100 Erin Mills Parkway

Property Size and Use	
Frontage:	317 m (1,040 ft.)
Depth:	255 m (837 ft.)
Gross Lot Area:	4.29 ha (10.6 ac.)



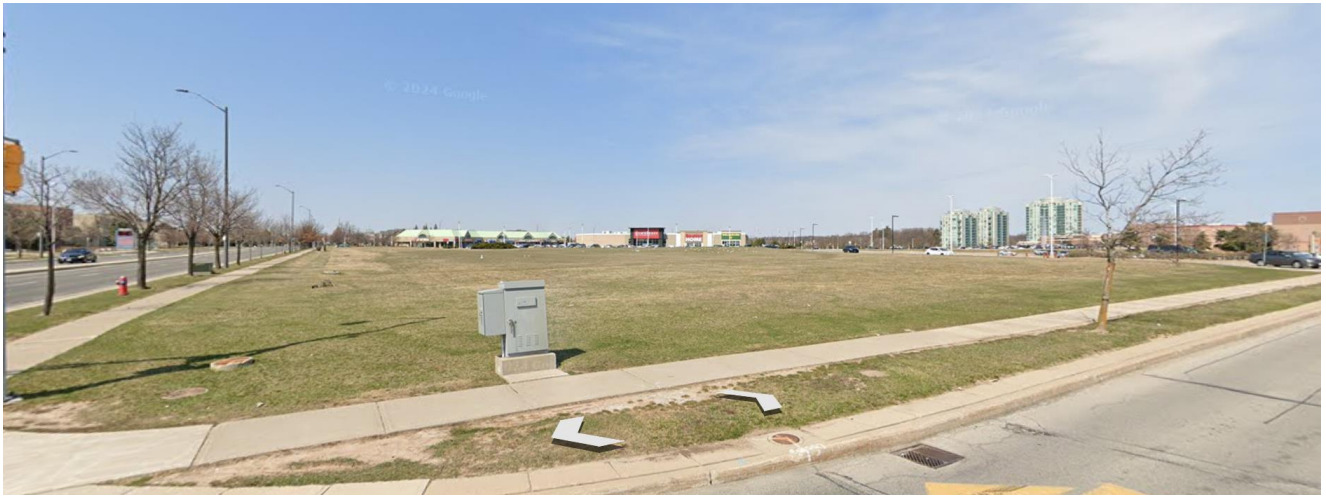
Google Maps 3D image of the Existing Site Condition (looking south)



**Google Maps Image of Existing Site Condition
(view looking northwest from the existing Ring Road)**



**Google Maps Image of Existing Site Condition (view looking south from the north side of
Erin Centre Boulevard, north end of the site)**



Google Maps Image of Existing Site Condition (view looking north from the existing private stub road, south end of the site)

(b) Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force which zoned the site **C3** (General Commercial). The **C3** zone permits non-residential uses including commercial, office and entertainment/recreation uses
- November 14, 2014 – Mississauga Official Plan (MOP) came into force which designates the site **Mixed Use** within the Central Erin Mills Major Node Character Area
- December 9, 2020 – City Council adopts Mississauga Official Plan Amendment No. 115 (MOPA 115), the City-initiated "Reimagining the Mall" project for specific mall-based nodes including the Erin Mills Town Centre. The amendments were appealed to the Ontario Land Tribunal (OLT) by several parties. EMTC Holding Inc. did not appeal MOPA 115 as it relates to the Erin Mills Town Center lands
- September 6, 2023 – The OLT issued its final Order approving MOPA 115 except for the affordable housing policies which remain under appeal
- January 7, 2025 – The submitted official plan amendment and rezoning applications to permit a multi-phased development containing a total of eight apartment buildings comprised of nine towers with building heights ranging from 20 to 44 storeys and 3,162 residential units were deemed complete
- March 18, 2025 – A community consultation meeting for the applications was held by Ward 9 Councillor, Martin Reid

(c) Site Context

The triangular shaped site is located at the northwest corner of the Erin Mills Town Centre lands and southeast of the Glen Erin Drive and Erin Centre Boulevard intersection. The application proposes to demolish the existing commercial buildings on site while the balance

of the Erin Mills Town Centre lands will function as they do currently. The existing Ring Road will be maintained between the subject site and Erin Mills Town Centre.

The surrounding area contains a mix of residential, retail, commercial and institutional uses. The Central Erin Mills Major Node has a concentration of retail and commercial uses, as well as community facilities that serve the Node and the broader regional community. Residential apartment and mixed-use buildings exist and are currently under construction along the southern and eastern boundaries of the Major Node with building heights ranging from 11 to 25 storeys.

The surrounding land uses are:

North: A place of worship, residential townhouse development and John Fraser Secondary School. Further northwest of the site is Quenippenon Meadow Public Park and three apartment buildings with building heights ranging from 13 to 18 storeys at the northwest corner of Erin Centre Boulevard and Erin Mills Parkway.

East: Erin Mills Town Centre and associated parking lots.

South: Erin Mills Town Centre and several standalone retail and commercial buildings on the Erin Mills Town Centre lands. The Credit Valley Hospital and medical offices are located at the southeast corner of Erin Mills Parkway and Eglinton Avenue.

West: Erin Meadows Community Centre and St. Aloysius Gonzaga Secondary School are located at the southwest corner of the Erin Centre Boulevard and Glen Erin Drive intersection. Further south along Glen Erin Drive is a Loblaws grocery store.

2. Surrounding Development Applications

The following development application is in process in the immediate vicinity of the subject property:

- File # OZ/OPA 25-6 W11– 2555 Erin Centre Boulevard– applications under review for two mixed-use buildings containing three towers with building heights of 34, 31 and 28 storeys, a total of 1,022 residential units and 1,080 square metres of non-residential gross floor area

3. Official Plan

The site is located within the Central Erin Mills Major Node Character Area and is subject to the Reimagining the Mall (MOPA 115) policies. The site is designated **Mixed Use**, which permits non-residential uses including restaurants, retail stores and secondary offices in conjunction with residential or other permitted uses.

Major Nodes are identified as an intensification area in the MOP and are intended to accommodate intensification. The property is within the Central Erin Mills Major Node and located along Erin Mills Parkway which is identified as a Corridor.

Refer to Appendix 1 for the existing and proposed Official Plan map.

The subject property is not located within a Major Transit Station Area (MTSA).

Mississauga Official Plan Amendment No. 115 – Reimagining the Mall

At its meeting on December 9, 2020, Council adopted MOPA 115 related to the City-initiated "Reimagining the Mall" project for mall-based nodes including the Central Erin Mills Town Centre. On September 6, 2023, the OLT issued its final Order approving MOPA 115 policies, apart from the affordable housing policies which remain under appeal. The principles, objectives and policies contemplate the comprehensive development of mall-based properties through the orderly development of residential and non-residential buildings in a diverse built form, a planned public road network with limited private roads comprised of animated streetscapes, and a parkland and open space network.

4. Zoning

The property is currently zoned **C3** (General Commercial), which permits commercial uses including retail, office, entertainment, and recreation uses. Refer to Appendix 1 for the existing and proposed Zoning Map.

5. Proposed Development

(a) Description

The application proposes to amend the official plan and rezone the site to permit a multi-phased development consisting of eight apartment buildings comprised of nine towers with heights ranging from 20 to 44 storeys. A public park and open space are proposed in the centre of the development site to provide a view of the Erin Mills Town Center from the Erin Centre Boulevard and Glen Erin Drive intersection. Three additional at grade outdoor open spaces are proposed and would be accessible from both the Ring Road and the internal private road. A total of 3,162 apartment units are proposed.

The separation distances between the proposed towers range from 25 m (82 ft.) to 64 m (210 ft). The base buildings range from four to six storeys in height.

A 7 m (23 ft.) wide east-west private road is proposed stretching through the middle of the site providing vehicular access from Glen Erin Drive, Erin Centre Boulevard and the Ring Road. A total of 3,644 vehicular parking spaces on five levels underground are proposed.

Refer to Appendix 1 for details of the proposed development.



Southeast Perspective of Proposed Development

(b) Supporting Studies

The applicant has submitted various materials and studies in support of the applications which can be viewed at: <https://yoursay.mississauga.ca/development-applications-public-feedback>.

(c) Green Development Initiatives

The City of Mississauga has updated its green development standard to a framework of mandatory and voluntary measures to meet goals in its Climate Change Action Plan. All new residential and non-residential site plan applications submitted on or after March 1, 2025, must comply with all the Tier 1 Green Development Standard. Tier 2 will continue to be voluntary until 2028. The Green Development Standard will be addressed through the site plan application.

6. Reason for Applications

Official plan amendment and rezoning applications are required to permit the proposed development.

An official plan amendment would be required to redesignate the subject site from **Mixed Use** to **Residential High Density** to permit the construction of apartment buildings with no non-residential uses. A Special Site policy will be required to permit a building height and floor space

index that exceeds the maximum permitted permissions of 25 storeys and 4.0, respectively. Currently, the applications do not sufficiently satisfy a number of policy directives in MOPA 115.

A zoning by-law amendment would be required to rezone the subject property from **C3** (General Commercial) to **RA5-Exception** (Apartments – Exception) to permit condominium apartment buildings with non-residential uses.

Land Use Policies and Regulations

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the *Act*.

The Provincial Planning Statement (PPS) 2024 came into effect on October 20, 2024, replacing the Provincial Policy Statement 2020 and the Growth Plan for the Greater Golden Horseshoe. This new policy statement marks a significant shift in Ontario's land use planning by consolidating the two frameworks into a single, province-wide document. The update aims to streamline policies and place greater responsibility on municipalities to manage growth locally, with a focus on intensification, housing development, and transit supportive communities.

The new PPS provides direction on land use planning by ensuring that municipal decisions align with provincial interests such as promoting efficient land use, encouraging diverse housing options, and supporting sustainable development by coordinating land use with existing and planning public infrastructure. The *Planning Act* instructs municipalities to make planning decisions that are consistent with the Provincial Planning Statement.

Comments

Prior to presenting a Final Recommendation Report to Planning and Development Committee, the following issues, as well as other technical and feasibility matters and any additional issues identified through subsequent reviews, will need to be addressed:

1. Comprehensive Master Plan

MOPA 115 requires a master plan to be submitted for the redevelopment of the existing Erin Mills Town Centre property. Although the items to be addressed by the master plan are identified in MOPA 115, matters were further scoped through the pre-application process for this application. A master plan was submitted as part of the application but needs to be further developed to address the scoped matters including:

- An interconnected future public road network that would enhance the vehicular and multi-modal transportation circulation and appropriately integrate and improve the existing transit terminal

- Parkland and open space locations to ensure a safe and adequate park and open space network is achieved
- Locations for new community facilities
- A connected pedestrian network within the site and to the surrounding uses
- Identified boundaries of future development blocks

2. Draft Plan of Subdivision Application

A comprehensive draft plan of subdivision application is required for the application and any subsequent phases of the larger Erin Mills Town Centre site, to create development blocks, convey public parks and streets, identify required servicing and infrastructure upgrades and the location of community facilities. The plan should also establish an acceptable phasing plan and include appropriate milestones for construction of required municipal infrastructure. The submission of a complete draft plan of subdivision application is required.

3. Building Heights and Massing

The MOP identifies the Central Erin Mills Major Node as an intensification area where growth is anticipated and prescribes a maximum building height of 25 storeys. Intensification areas are to be planned to reflect their role in the City Structure hierarchy.

Although growth is intended to occur on this site, the level of intensification must reflect the existing and planned context as established by the MOP policies. The application includes building heights of 20 to 44 storeys. By comparison, the existing and recently approved building heights within the Central Erin Mills Major Node are consistent with the policies which specify a maximum height of 25 storeys.

The applicant is required to demonstrate that the proposal would not result in any operational impacts on the Credit Valley Hospital helicopter landing pad flight path.

4. Non-Residential Uses

The MOP identifies Downtown, Major and Community Nodes as the primary locations for retail uses. Retail uses within these locations are encouraged to contribute to a vibrant, mixed-use environment and be developed in combination with residential and office uses.

Redevelopment or the redesignation of **Mixed Use** sites in Major Nodes may be considered provided the planned function of the existing non-residential uses are maintained. The applicant is not proposing to maintain any of the existing 5 700 m² (61,354 ft²) of non-residential gross floor area and has not yet provided sufficient justification for a reduction.

Staff are of the opinion that at grade non-residential space that would not compete with the Erin Mills Town Centre should be incorporated into the proposed development to create new employment and/or community services opportunities within the Node.

7. Departmental and Agency Comments

The applications were circulated to all City departments and commenting agencies on January 7, 2025. The following section summarizes the comments received.

(a) Region of Peel

In comments dated February 3, 2025, the Region of Peel identified the site to be within Water Pressure Zone 4. The application is proposing separate connections to the trunk sewer for all three buildings fronting Erin Centre Boulevard and the building to the east of the proposed public park. The Region will only permit one connection to collectively service all four buildings. A revised Functional Servicing Report is required to demonstrate consistent fire flow calculations.

The Region has identified the site to be located within a priority community for childcare and is encouraging the applicant to explore the opportunity of co-locating a licensed childcare centre within the proposed development.

(b) City Transportation and Works Department

Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:

Stormwater

A Functional Servicing and Stormwater Management Report prepared by SCS Consulting Group LTD, dated October 2024, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include new infrastructure and/or on-site stormwater management controls.

The applicant is proposing to construct private storm sewers to service the development lands, with a connection to the City of Mississauga's infrastructure, as well as on-site stormwater management controls for the post development discharge.

The applicant is required to provide further technical information to:

- Demonstrate the feasibility of the proposed storm sewers
- Demonstrate that the 5 mm water balance through Low Impact Development (LID) will be achieved
- Demonstrate that there will be no impact on the existing drainage system including how groundwater will be managed on site

Traffic

A Traffic Impact Study (TIS), prepared by WSP and dated October 10, 2024, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the report and other information provided to date, staff are not satisfied and require further clarification on the information provided.

The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:

- An updated Traffic Impact Study addressing all staff comments
- Satisfactory plans for a public future road network including right of way widths and road configurations
- Review the driveway accesses to ensure the municipal roads and internal driveways can operate efficiently
- Address any traffic concerns from the Community related to the proposed development

Environmental Compliance

A Phase One Environmental Site Assessment (ESA), dated March 26, 2024, and Phase Two ESA, dated March 28, 2024, both prepared by EXP Services Inc., were submitted in support of the proposed development. The report indicates that no further environmental investigation is required.

As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to enactment of the rezoning by-law. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of the Environment, Conservation and Parks.

The applicant is required to submit the following information for review as part of a subsequent submission:

- A letter of reliance for both Phase One and Two ESAs
- A written document prepared by a Professional Engineer that includes a plan to decommission the wells or proof of decommissioning
- A letter or report prepared by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use

Noise

A Noise Feasibility Study prepared by HGC Engineering, dated October 9, 2024, was received for review. The study evaluates the potential impact of environmental noise to and from the development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic, and adjacent commercial buildings. Noise mitigation will be required in the form of air conditioning requirements and upgraded building facade materials. A Class 4 designation has been recommended, however further supporting information has been requested to determine the necessity for Class 4 classification. A revised noise study is required as part of the next submission to address staff comments.

Engineering Plans/Drawings

The applicant has submitted a number of technical plans and drawings (i.e. grading and servicing plans), which are to be revised as part of subsequent submissions, in accordance with City standards.

(c) City Community Services Section

In comments dated February 2025, the Parks and Culture Planning, Community Services Department provide the following comments. The subject site is within the Central Erin Mills Major Node Parkland Character Area and as established in the 2022 Parks Plan, the parkland provision standard of 12% land area is not being achieved. The Parkland Character Area is currently underserved at 6% land area (2021); however, the subject site is within 400 m (1,312 ft.) walking distance to a City owned playground accessible to residents. Quenippenon Meadows (P-324) is approximately 50 m (150 ft.) from the proposed development which includes amenities such as a playground, open space, spray pad, ball diamonds, soccer pitch, tennis courts, trails, and picnic area.

City Staff recommend parkland dedication on the subject site to improve the parkland deficiency in the Central Erin Mills Major Node and to support the proposed density and population increase. Staff are supportive of the proposed maximum allowable parkland dedication under the *Planning Act* on the subject site, providing future residents with accessible neighbourhood public amenity space. City Staff will require the installation of hoarding for park protection and fencing, including base park condition for the proposed unencumbered park.

(d) Dufferin -Peel Catholic District School Board and Peel District School Board

In comments dated January 7, 2025, the Dufferin-Peel Catholic School Board advised there is sufficient capacity within both the elementary and secondary school catchment areas to accommodate the students anticipated from the proposed development.

In comments dated January 29, 2025, the Peel District School Board advised that the local elementary and secondary schools are operating at capacity and identified the need for a new on-site elementary school facility to accommodate the proposed growth, if the entirety of the Erin Mills Town Centre lands were to be developed. A sign is to be installed at the

entrance to the development site warning prospective buyers of potential school accommodation issues in the area.

Both school boards have requested a warning clause in all offers of purchase and sale be included to advise prospective buyers of potential student accommodation issues that could require students to be accommodated in temporary facilities and/or bussed outside the neighborhood.

8. Affordable Housing

Housing supply and affordability within the City of Mississauga is a critical priority. As Mississauga continues to grow, a broad range of housing options and tenures are necessary to fulfill increasing demand.

To achieve a balance mix of unit types and sizes, and support the creation of housing suitable for families, development containing more than 50 new residential units is encouraged to include 50 percent of a mix of two-bedroom and three-bedroom units.

For development applications of 50 units or more, the applicant may be required to demonstrate how the application can meet the City's housing objectives and policies and can contribute to the regional housing unit target of 30 percent of all new housing units being affordable, and that 25 percent of all new housing units be rental tenure.

The applications are proposing market ownership dwelling units in the form of one- and two-bedroom units. To support the development of a complete community, a mixture of housing options that include residential units suitable for a variety of income levels, tenures and household types should be provided.

Engagement and Consultation

1. Community Feedback

A community meeting was held by Ward 9 Councillor, Martin Reid, on March 18, 2025. Approximately 60 people attended the community meeting and written correspondence has been received. The following summarizes comments received to date on the applications:

- The proposed height and density are inappropriate and out of context with the character of the surrounding area
- The proposed 44-storey height will establish a precedent for the remaining sites within the Major Node
- The proposed density will overwhelm local services, infrastructure, schools, roads and parks
- Concerns regarding the lack of proposed affordable and rental units
- Concerns related to the range of unit types and the lack of family sized units
- Concerns related to the loss of existing retail uses and the lack of proposed non-residential uses within the development to serve both the existing and new communities

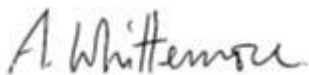
- Concerns with the traffic impacts along both the surrounding local and arterial roads, which residents felt were already too congested
- Concerns related to traffic infiltration into the surrounding neighbourhoods
- Concerns regarding capacity of local schools, hospitals and community services and facilities
- The proposed density will result in an increase in crime
- Safety concerns of motorists and pedestrians
- Questions about the duration and impact of demolition and construction
- Concerns regarding impact to surrounding infrastructure and the need for infrastructure upgrades to meet the new demand

Conclusion

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project once the issues identified in this report have been adequately addressed. The matters to be addressed include appropriate built form and building heights, the submission of a further developed master plan and draft plan of subdivision application, the inclusion of non-residential uses and the provision of technical engineering and transportation information. Staff remain committed to collaboratively working with the applicant to resolve the identified issues while ensuring the proposal is in keeping with the objectives of the Official Plan and represents good planning.

Attachments

Appendix 1: Supplementary Information



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

Prepared by: Jennifer Renaud-Nicholson, Development Planner

Supplementary Information

Owner: EMTC Holdings Inc.

5100 Erin Mills Parkway

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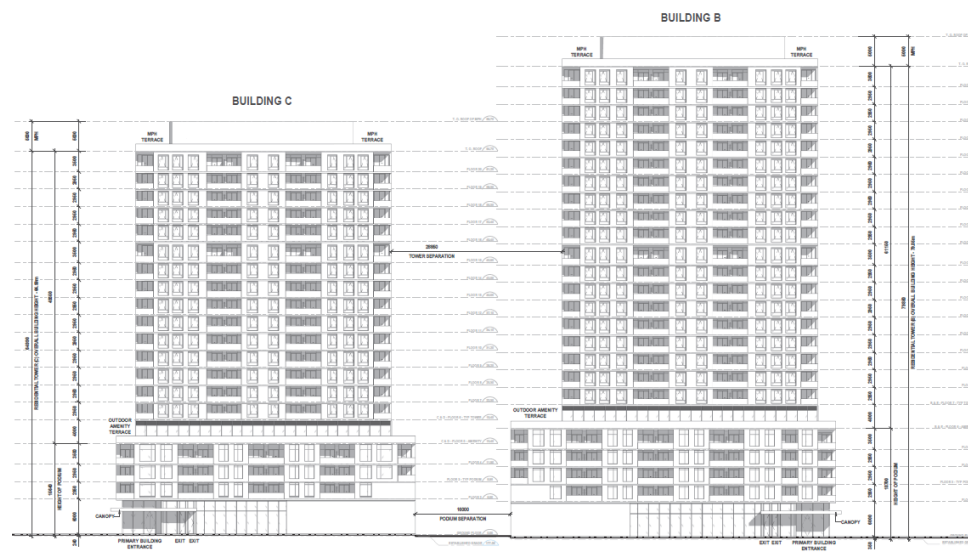
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Concept Plan

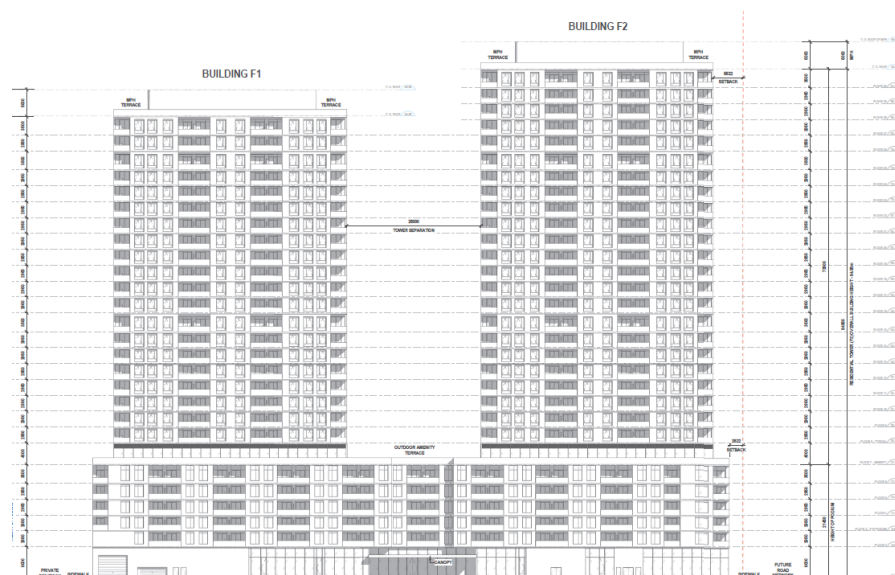


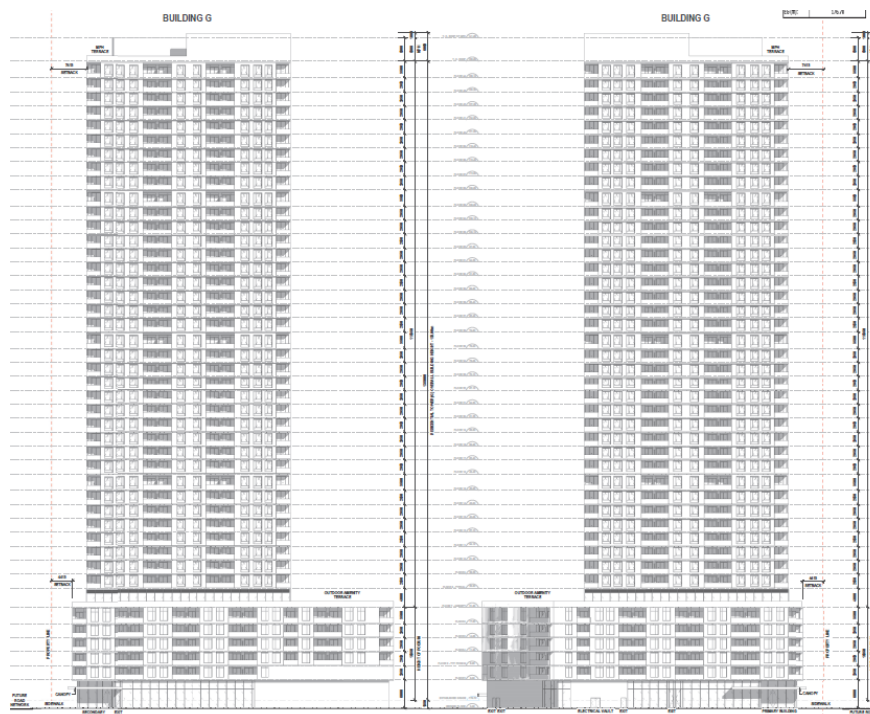
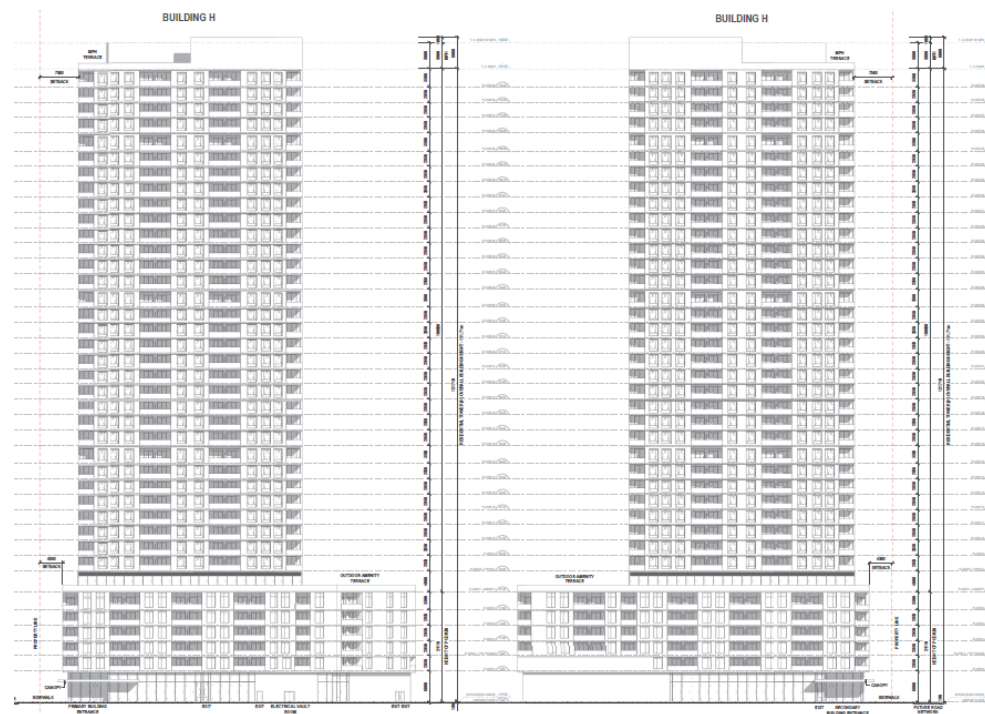
Phasing Plan

Buildings B & C



Buildings F1 & F2



Building G**Building H**

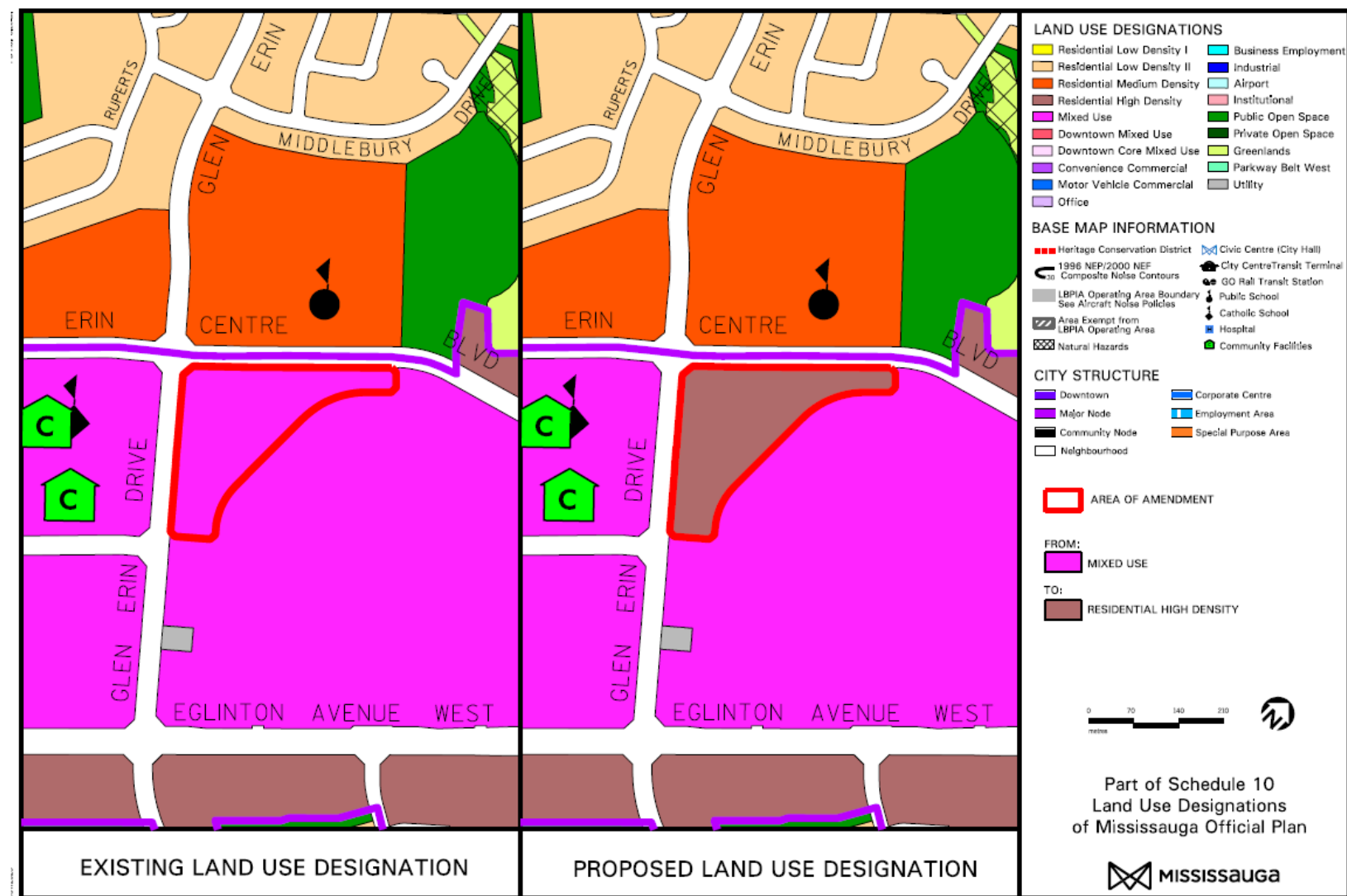
Renderings of the Proposed Development



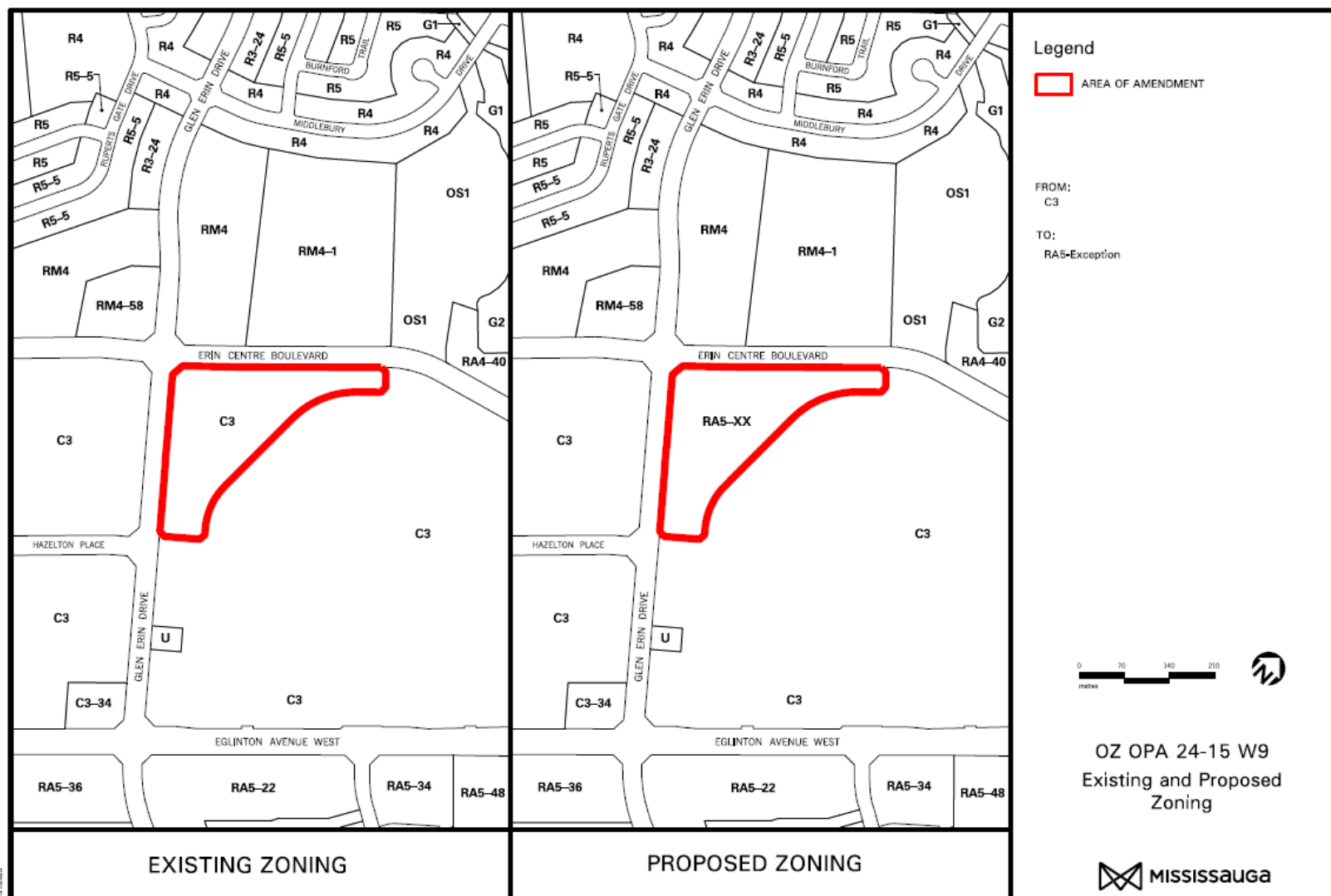
2. Development Statistics

Applications submitted:	Received: December 4, 2024 Deemed complete: January 7, 2025 120 days from complete application: May 7, 2025	
Developer/Owner:	EMTC Holdings Inc.	
Applicant:	Glen Schnarr & Associates	
Existing Gross Floor Area:	5 691.71 m ² (61, 265.05 ft ²)	
Proposed Gross Floor Area:	202 920 m ² (2,184,213 ft ²)	
Residential Gross Floor Area:	202 920 m ² (2,184,213 ft ²)	
Non-residential Gross Floor Area:	0 m ² (0 ft ²)	
Floor Space Index:	5.26	
Total Number of Units:	3,162 units	
Unit Mix:	1,779 one-bedroom units (56% of total number of units) 1,383 two-bedroom units (44% of total number of units)	
Net Density:	13,572 units/ha 33,481 units/ac	
Height (exclusive of mechanicals):	20 to 44 storeys / 65 m (213 ft) to 135 m (443 ft)	
Landscaped Area:	15%	
Public Park:	4 305 m ² (1.1 ac.)	
Urban Plaza:	3 500 m ² (0.86 ac.)	
Outdoor Open Spaces	717 m ² (7,717.7 ft ²) to 1 489 m ² (16,027.5 ft ²)	
Amenity Area (per unit):	Required: 5.6 m ² (60 ft ²) Proposed 4.0 m ² (43 ft ²)	
Road Type:	Private	
Anticipated Population:	6,039	
Parking:	Required	
Resident Spaces	1 per unit / 3,162	Proposed 3,159
Visitor/Commercial Spaces	474	485
Total	3,636	3,644
Green Initiatives:	Not Provided	

3. Existing and Proposed Development Official Plan Map



4. Existing and Proposed Development Zoning By-law Map and Regulations



Zone Regulations	Existing C3 General Commercial Zone Regulations	Proposed Base Zone Regulations -RA5 (Residential Apartment)	Proposed Amended RA5 Exception Zone Regulations
Maximum Floor Space Index (FSI)	N/A	2.9	5.3
Maximum Building Height	N/A	77 m (253 ft) and 25 storeys	138 m (453 ft) and 44 storeys
Minimum Front Yard:	4.5 m (14.75 ft)		
For that portion of the dwelling with a height less than 13.0 m (42.7 ft)	N/A	7.5 m (24.6 ft)	6.0 m (19.7 ft)
For that portion of the dwelling with a height greater than 13.0 m (42.7 ft) and less than or equal to 20.0 m (65.6 ft)	N/A	8.5 m (27.9 ft)	6.0 m (19.7 ft)
For that portion of the dwelling with a height greater than 20.0 m (65.6 ft) and less than or equal to 26.0m (85.3 ft)	N/A	9.5 m (31.2 ft)	6.0 m (19.7 ft)
For that portion of the dwelling with a height greater than 26.0 m (85.3 ft)	N/A	10.5 m (34.4 ft)	8.0 m (26.3 ft)
Minimum Exterior Side Yard:	4.5 m (14.8 ft)		
For that portion of the dwelling with a height less than 13.0 m (42.7 ft)	N/A	7.5 m (25.6 ft)	4.0m (13.1 ft)
For that portion of the dwelling with a height greater than 13.0 m (42.7 ft) and less than or equal to 20.0 m (65.6 ft)	N/A	8.5 m (27.9 ft)	4.0m (13.1 ft)
For that portion of the dwelling with a height greater than 20.0 m (65.6 ft) and	N/A	9.5 m (31.2 ft)	4.0m (13.1 ft)

Zone Regulations	Existing C3 General Commercial Zone Regulations	Proposed Base Zone Regulations -RA5 (Residential Apartment)	Proposed Amended RA5 Exception Zone Regulations
less than or equal to 26.0 m (85.3 ft) For that portion of the dwelling with a height greater than 26.0 m (85.3 ft)	N/A	10.5 m (34.4 ft)	4.0m (13.1 ft)
Minimum Interior Side Yard (abutting a C1 to C3, or C5 zone) Minimum Interior Side Yard: For that portion of the dwelling with a height less than 13.0 m (42.7 ft) For that portion of the dwelling with a height greater than 13.0 m (42.7 ft) and less than or equal to 20.0 m (65.6 ft) For that portion of the dwelling with a height greater than 20.0 m (65.6 ft) and less than or equal to 26.0 m (85.3 ft)	4.5 m (14.8 ft) N/A N/A N/A	N/A 4.5 m (14.8 ft) 6.0 m (19.7 ft) 7.5 m (24.6 ft)	N/A 1.0 m (3.3 ft) 1.0 m (3.3 ft) 1.0 m (3.3 ft)
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwell, to any lot line	N/A	3.0 m (3.2 ft)	0.5 m (1.6 ft)
Minimum Landscaped Area	NA	40% of the lot area	10% of the lot area

Zone Regulations	Existing C3 General Commercial Zone Regulations	Proposed Base Zone Regulations -RA5 (Residential Apartment)	Proposed Amended RA5 Exception Zone Regulations
Minimum depth of a landscape buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or Residential Zone with the exception of an Apartment Zone	N/A	4.5 m (14.8 ft)	0 m (0 ft.)
Minimum depth of a landscape buffer along any other lot line	N/A	3.0 m (9.8 ft.)	0 m (0 ft.)
Minimum Amenity Area	N/A	The greater of 5.6 m ² per dwelling unit or 10% of the total site area (17 707.2 m ²)	4.03 m ² per unit (12 723 m ²)
Minimum amenity area to be provided outside at grade	N/A	55 m ² (592 ft ²)	0 m ² (0 ft ²)
Minimum Residential Parking Rate	Use and precinct specific	Precinct 3 Condominium Apartment: 1.0 residential spaces per dwelling unit = 3,162 spaces 0.20 visitor spaces per unit = 632 spaces	0.95 residential spaces per dwelling unit = 3,004 0.15 visitor spaces per unit = 474 spaces

Zone Regulations	Existing C3 General Commercial Zone Regulations	Proposed Base Zone Regulations -RA5 (Residential Apartment)	Proposed Amended RA5 Exception Zone Regulations
Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which a balcony projects	N/A	1.0 m (3.3 ft)	1.5 m (4.9 ft)

City of Mississauga Corporate Report



<p>Date: April 9, 2025</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: OZ/OPA 24-14 W7</p>
	<p>Meeting date: April 28, 2025</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 7)

**Official Plan Amendment and Rezoning applications to permit six freehold townhouses
2463 and 2469 Mimosa Row**

Northeast corner of Floradale Drive and Mimosa Row

Owner: Beata Lis, Margaret Lis and Zygmunt Lis

File: OZ/OPA 24-14 W7

Recommendation

1. That the report dated April 9, 2025, from the Commissioner of Planning and Building for OZ/OPA 24-14 W7, be received for information and that the Planning and Development Committee deem the statutory public meeting requirements of the *Planning Act* to have been satisfied.
2. That the application under OZ/OPA 24-14 W7, 2463 and 2469 Mimosa Row to amend Mississauga Official Plan and Zoning By-law 0225-2007 be referred back to staff to continue working with the applicant, and that staff report back to Planning and Development Committee with a final recommendation on the applications within 120 days of receipt of a resubmission which addresses comments detailed in this report.

Executive Summary

- The applications are to amend the official plan and the zoning by-law to allow six three storey townhouses on a public road
- Provincial, Region and Local planning policies support intensification on the site. While increased residential density is supported on the subject lands, staff will require more information before a recommendation can be provided

- Staff will continue working with the applicant to address outstanding issues including identification of all existing site conditions, revision of plans to protect the sight triangle at Mimosa Row and Floradale Drive, provision of stormwater and noise mitigation infrastructure and the identification of low impact development strategies to ensure that the proposed land use is functional and compatible with the existing community.

Background

Official plan amendment and rezoning applications were deemed complete on December 16, 2024, and subsequently circulated for technical comments. A detailed comment package was released to the applicant on January 24, 2025, along with a request to file a resubmission which addresses comments, in addition to an offer from staff to facilitate various discipline specific discussions that could advance the applications forward.

The purpose of this report is to provide information on the applications, lay out a detailed planning analysis and seek comments from the community.

Present Status

1. Site Information

(a) Site Location and Description

The site is located on the northeast corner of Floradale Drive and Mimosa Row, west of Hurontario Street, in the Downtown Hospital Character Area.

The site is an assembly of two parcels of land with primary frontage on Mimosa Row. The site topology is generally flat with minimal vegetation. There are detached dwellings located on each of the two parcels, which are currently occupied. Bordering the property to the north and east is a commercial plaza.



Aerial Photo of 2463 and 2469 Mimosa Row

Property Size and Use	
Frontage:	36.1 m (118.4 ft.)
Depth:	33.2 m (108.9 ft.)
Gross Lot Area:	0.14 ha (0.36 ac.)



Photo of Existing Site Condition (view looking east from Mimosa Row)



Photo of Existing Site Condition (view looking south from Mimosa Row)



Photo of Existing Site Condition (view looking north from Floradale Drive)

(b) Site Context

The subject property is located in the Downtown Hospital Character Area. The surrounding area contains a mix of residential and commercial uses, with a gradual transition to higher density uses near Hurontario Street. The Character Area contains a variety of residential building types, including apartment buildings and detached dwellings developed in the 1970s.

North of the subject lands is a commercial plaza containing a Freshco grocery store and a variety of smaller retail and service commercial establishments. East of the subject lands is a Shopper's Drug Mart, and further east are apartment buildings ranging in height from six to 13 storeys. South of the subject lands are detached dwellings, a four storey office building and a 22 storey apartment building. To the west are more detached dwellings and the Cooksville United Church.

The surrounding land uses are:

- North: Commercial plaza
- East: Commercial plaza and apartments
- South: Detached dwellings, an office building and apartments
- West: Detached dwellings and a place of religious assembly

2. Surrounding Development Applications

The following development applications are in process or were recently approved in the immediate vicinity of the subject property:

- SP 16-129 – 2475 Hurontario Street – Approved and built 6 storey apartment building
- SPM 19-135 – 2340 Confederation Parkway – Approved and built 10 storey apartment building
- SP 22-2 W7 – 100 Queensway West – application in process for the new 22 storey Mississauga Hospital tower
- OZ/OPA 22-16 W7 – 60 Dundas Street East – Approved for three residential apartment buildings ranging in height from 16 to 32 storeys (Approval issued by OLT)
- OZ 20-17 W7 – 2570-2590 Argyle Road – application in process for a 15 storey apartment building
- SP 24-16 W7 – 2512 Argyle Road – application in process for 4 blocks of stacked townhouses

3. Official Plan

The lands are located within the Downtown Hospital Character Area and are designated **Low Density Residential I**. The **Low Density Residential I** designation permits detached, semi-detached, and duplex dwellings. The Downtown Hospital Character Area is one of the City's four Downtown Character Areas, within the City's Urban Growth Centre and an Intensification Area in Mississauga Official Plan. The City's Downtowns are to contain the highest densities, tallest buildings and greatest mix of uses in the City. They are also areas in the City that are planned to accommodate much of the City's new population and employment growth. The subject properties are also located within the Hurontario Street Intensification Corridor, which promotes intensification. Refer to Appendix 1 for the existing and proposed Official Plan map.

The subject property is located within the Queensway Major Transit Station Area (MTSA) of the Hurontario LRT.

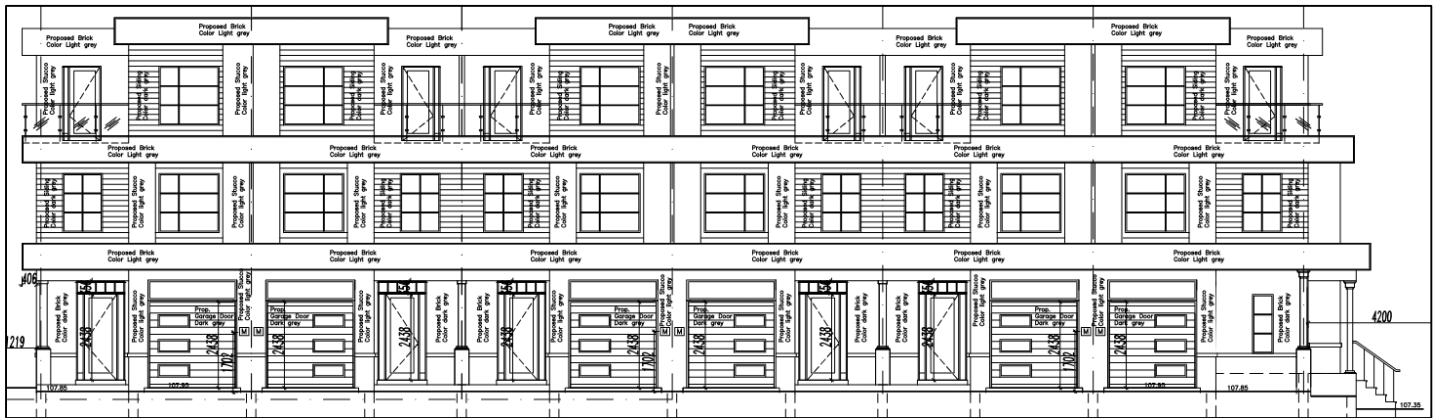
4. Zoning

The subject property is currently zoned **R3** (Detached Dwellings – Typical Lots), which permits detached dwellings. Refer to Appendix 1 for the existing and proposed Zoning Map.

5. Proposed Development

(a) Description

The applicant proposes to develop the property with six three storey freehold townhouses. Official plan amendment and rezoning applications are required to permit the proposed development.



Elevation of Proposed Development

(b) Supporting Studies

The applicant has submitted various materials and studies in support of the applications which can be viewed at: <https://yoursay.mississauga.ca/development-applications-public-feedback>

Policy Analysis and Evaluation

The following section summarizes the various elements that are being considered in developing the Planning and Building Department's position on the application.

1. Reason for Applications

The proposed development does not conform with the current Official Plan designation or zoning. Amendments to Mississauga Official Plan and Zoning By-law 0225-2007 are required to implement the proposal.

The Official Plan Amendment will redesignate the properties from **Low Density Residential I** to **Low Density Residential II**, allowing the development of higher density residential uses such as freehold townhouses.

The zoning by-law amendment, as proposed, will change the zoning from **R3** (Detached Dwelling – Typical Lot) to **RM4 – Exception** (Townhouses - Exception) to permit the six three storey freehold townhouses. The proposed exception zone includes site specific regulations related to setbacks (Refer to Appendix 1).

2. Policy Summary

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Planning Statement and conform with the applicable provincial plans and Regional Official Plan. The following subsections summarize the applicable policy and regulatory documents that are relevant in the review of the applications:

(a) Provincial Planning Statement

The new *Provincial Planning Statement, 2024* (PPS, 2024) came into effect on October 20, 2024. Any decision on planning matters made on or after the effective date are subject to the policies of the PPS, 2024.

The new PPS combines policies from the Provincial Policy Statement, 2020 and the Growth Plan for the Greater Golden Horseshoe to support development and increase housing supply across the province, align development with infrastructure to build a strong and competitive economy that is investment ready, foster long term viability of rural areas, and protect agricultural lands, the environment, public health and safety.

The PPS, 2024 requires municipalities to provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents, and to support intensification and redevelopment in order to achieve the creation of complete communities.

(b) Regional Official Plan

On June 6, 2024, Bill 185, the Cutting Red Tape to *Build More Homes Act*, received Royal Assent, bringing significant changes to the planning framework in Ontario. This legislation reassigns planning responsibilities from seven upper-tier municipalities, including the Region of Peel, to their respective lower-tier municipalities. As a result, the Cities of Mississauga, Brampton, and the Town of Caledon will now oversee the administration of planning policies previously managed by the Region. Mississauga will begin the process of repealing the Regional Official Plan (ROP) and incorporating relevant policies into the Mississauga Official Plan as part of its upcoming Official Plan Review project, streamlining local planning and policy implementation.

General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the

characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.

(c) Mississauga Official Plan

The proposal requires an amendment to Mississauga Official Plan Policies for the Downtown Hospital Character Area to redesignate the lands from **Low Density Residential I** to **Low Density Residential II**, to permit six three storey freehold townhouses. The following policies are relevant to the review of the proposal:

- The subject lands are located within an Intensification Area, being Downtown Hospital and on the Hurontario Intensification corridor. (Sections 5.3.1.3, 5.4.2 and 5.4.11)
- Development in the Downtown will be in a form and density that achieves a high quality urban environment. (Section 5.3.1.11)
- Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. (Section 5.4.4)
- Not all segments of Intensification Corridors are appropriate for intensification. Planning studies for Intensification Corridors will identify appropriate locations for intensification and the appropriate densities, land uses and building heights.(Section 5.4.12)
- Low density residential development will be discouraged from locating within Intensification Corridors.(Section 5.4.13)
- Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights. (Section 5.5.3)
- Intensification Areas will be planned to reflect their role in the City Structure hierarchy. (Section 5.5.4)
- Development will promote the qualities of complete communities. (Section 5.5.5)
- Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged. (Section 5.5.8)
- Intensification Areas will be planned to maximize the use of existing and planned infrastructure. (Section 5.5.9)

- In order to create a complete community and develop a built environment supportive of public health, the City will: encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses. (Section 7.1.3)
- Mississauga will provide opportunities for the development of a range of housing choices in terms of type, tenure and price. (Section 7.2.2)
- When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)
- The city vision will be supported by site development that (Section 9.1.10):
 - Respects the urban hierarchy;
 - Utilizes best sustainable practices;
 - Demonstrates context sensitivity, including the public realm;
 - Promotes universal accessibility and public safety; and e. employs design excellence.
- Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design. (Section 9.1.13)
- New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities. (Section 9.1.15)
- Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: d. street and block patterns; e. the size and configuration of properties along a street, including lot frontages and areas; f. continuity and enhancement of streetscapes; g. the size and distribution of building mass and height; h. front, side and rear yards; i. the orientation of buildings, structures and landscapes on a property; j. views, sunlight and wind conditions; k. the local vernacular and architectural character as represented by the rhythm, textures and building materials; l. privacy and overlook; and m. the function and use of buildings, structures and landscapes. (Section 9.5.1.2)
- Where employment and commercial uses are adjacent to noise sensitive uses, noise mitigation should be provided at the source of the noise to ensure compatibility and acceptable noise levels. (Section 9.5.1.10)

- Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. (Section 9.5.1.12)
- Lands designated **Residential Low Density II** will permit street townhouses and other forms of low-rise dwellings with individual frontages. (Section 11.2.5.4)
- Lands within the Downtown Hospital Character Area should provide both a transition between higher density and height of development within the Downtown and lower density and height of development in the surrounding area. (Section 12.1.1.4)
- **Residential Low Density I and II** designations will not be permitted except for lands designated as such at the time MOP came into effect. (Section 12.1.2.1)
- This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows (Section 19.5.1):
 - The proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;
 - The lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;
 - There are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;
 - A planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

(d) Zoning By-law

The proposed **RM4 – Exception** (Townhouses - Exception) is appropriate to accommodate the proposed freehold townhouses with an FSI of 1.25.

A table summarizing the proposed zoning regulations can be found in Appendix 1.

3. Departmental and Agency Comments

The applications were circulated to all City departments and commenting agencies on December 16, 2024. Refer to Appendix 1 for detailed comments.

4. Housing Affordability, Housing Supply and Mayor's Housing Task Force

Housing affordability and housing supply within the City of Mississauga continues to be a challenge and is a critical priority. As Mississauga continues to grow, a broad range of housing options and tenures are necessary to fulfill increasing demand.

To achieve a balanced mix of unit types and sizes, and support the creation of housing suitable for families, development containing more than 50 new residential units is encouraged to include 50 percent of a mix of 2-bedroom units and 3-bedroom units.

For development applications of 50 units or more, the applicant may be required to demonstrate how the application can meet the City's housing objectives and policies and can contribute to the regional housing unit target of 30 percent of all new housing units being affordable, and that 25 percent of all new housing units be rental tenure.

The City's Inclusionary Zoning By-law does not apply to development or redevelopment of less than 50 units and less than 3 600 m² (38 750 ft²) of gross floor area. As such, the proposed development is exempt from the provisions of the Inclusionary Zoning By-law.

Engagement and Consultation

A community meeting was held by Ward 7 Councillor, Dipika Damerla, on September 20, 2023. Two residents attended the community meeting and 1 email has been received. Comments from the community meeting and public meeting will be addressed in the future recommendation report.

Next Steps

(a) Staff Recommendation

Based on comments received and the applicable Mississauga Official Plan policies, the following matters need to be resolved in order for staff to bring forward a recommendation report on the applications:

- Identification of all existing site conditions, including legal easements on the property
- Revision of plans to show that the sight lines will not be obstructed at the intersection of Mimosa Row and Floradale Drive
- Provision of stormwater and noise mitigation infrastructure to ensure the proposed change is compatible to the existing community
- Identification of low impact development strategies to be implemented into the proposal

Upon satisfying the requirements of various City departments and external agencies, the Planning and Building Department will bring forward a recommendation report to a future Planning and Development Committee meeting. It is at this later meeting that the members of the Committee will make a decision on this application.

(b) Site Plan

The proposal is not subject to site plan approval as it consists of less than 10 dwelling units.

Financial Impact

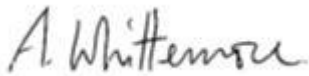
All application fees and development charges paid by developers are strictly governed by legislation, regulations and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and all issues have been resolved. The matters to be addressed include identification of all existing site conditions, revision of plans to protect the sight triangle at Mimosa Row and Floradale Drive, the provision of stormwater and noise mitigation infrastructure and the identification of low impact development strategies to ensure the proposed land use is functional and compatible with the existing community.

Attachments

Appendix 1: Supplementary Information



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

Prepared by: Michal Stolarczyk, Development Planner

Supplementary Information

Owner: Beata Lis, Margaret Lis and Zygmunt Lis

2463 Mimosa Row and 2469 Mimosa Row

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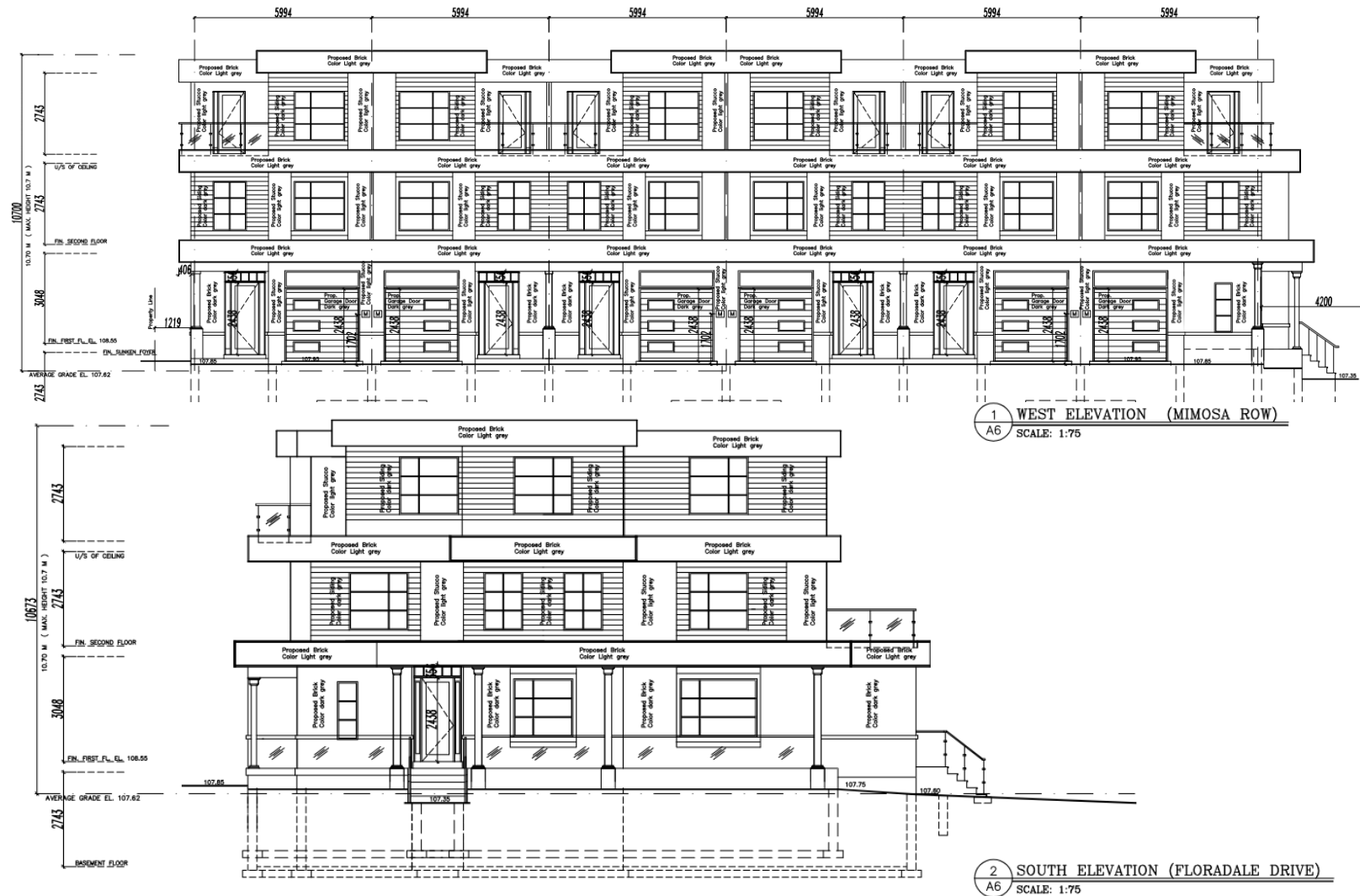
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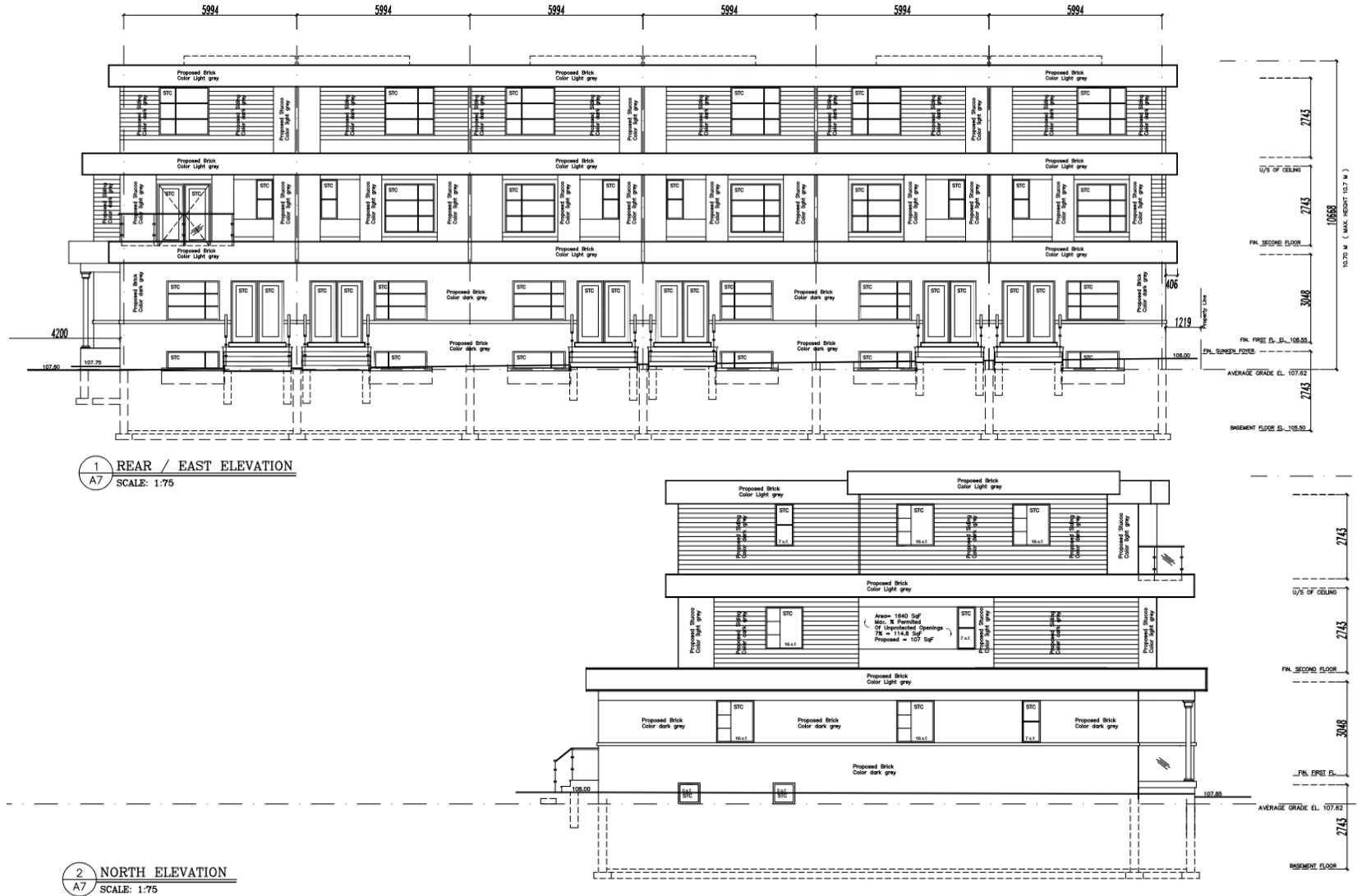
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1. Concept Plan, Elevations





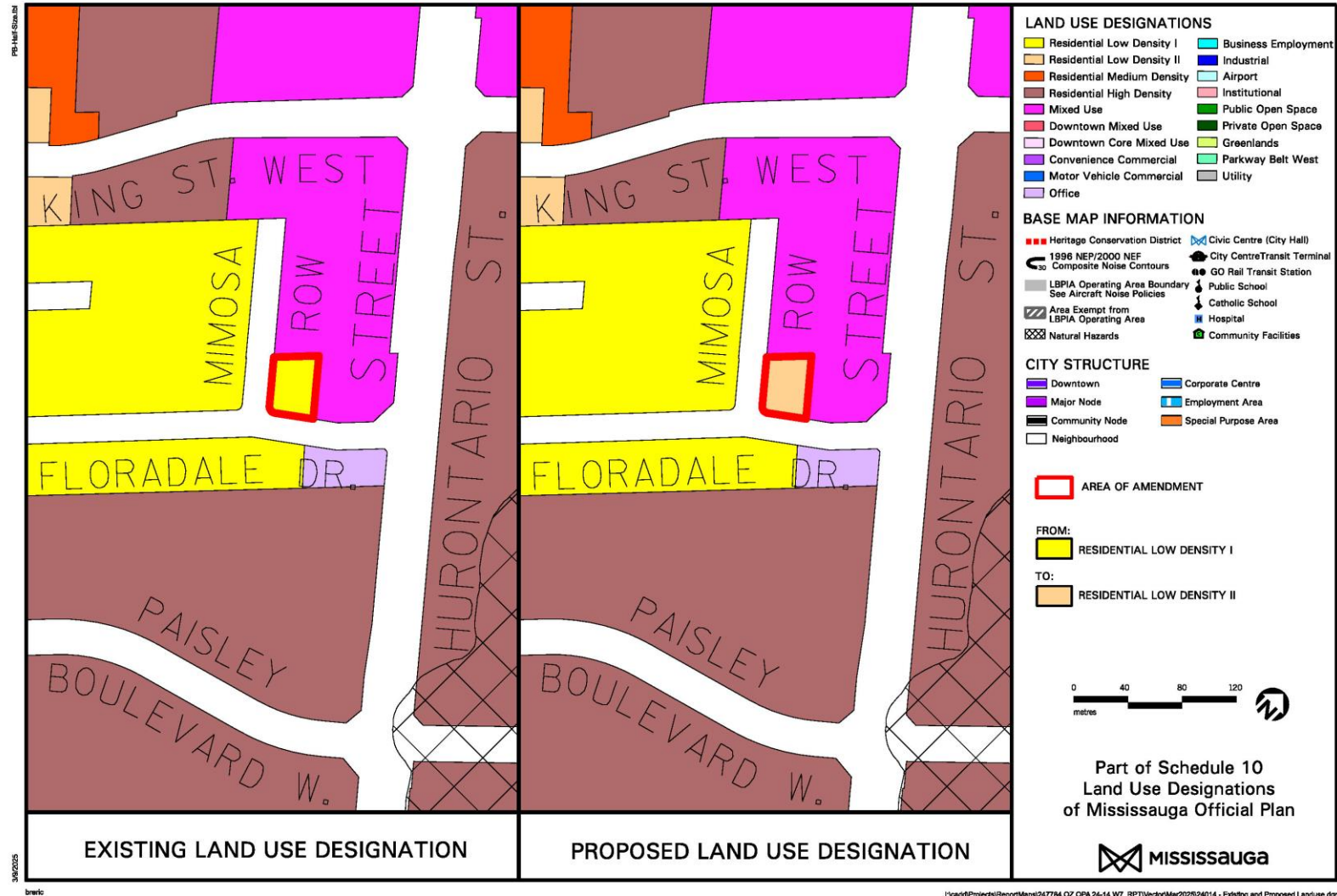


Proposed Elevations (East and North)

2. Development Proposal Statistics

Applications submitted:	Received: November 21, 2024 Deemed complete: December 16, 2024 120 days from complete application: April 15, 2025	
Developer/ Owner:	Beata Lis, Margaret Lis and Zygmunt Lis	
Applicant:	Sajecki Planning	
Total Number of Units:	6 units	
Unit Mix:	All 4 bedrooms units	
Height:	3 storeys / 10.7 m (35 ft.)	
Road Type:	Public	
Anticipated Population:	18.2* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required: None (MTSA)	Provided: 2.0 spaces/unit = 12 spaces
Green Initiatives:	Not specified	

3. Existing and Proposed Development Official Plan Map



Legend

- AREA OF AMENDMENT
- GREENLANDS OVERLAY

FROM:
R3

TO:
RM4-XX

0 30 60 90
metres

OZ OPA 24-14 W7
Existing and Proposed Zoning

MISSISSAUGA

U:\cadd\Project\ReportMap\Oz\OPA 24-14 W7 - RPT\VectorMap\2022\24014 - Existing and Proposed Zoning.mxd

5. Applicant Proposed Zoning Regulations

Zone Regulations	Existing Zone Regulations - R3 (Detached Dwellings – Typical Lots)	Proposed Base Zone Regulations - RM4 (Townhouses)	Proposed Amended RM4 (Townhouses) Exception Zone Regulations
Permitted Uses	Detached Dwelling	Street Townhouses	Street Townhouses
Minimum Lot Line Setback from the front and side wall of a townhouse to all other street lines	N/A	4.5 m (14.8 ft.)	3.7 m (12.1 ft.)
Minimum Lot Line Setback from the side wall of a townhouse to a lot line that is not a street line	N/A	2.5 m (8.2 ft.)	1.2 m (3.9 ft.)
	Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

6. Departmental and Agency Comments

Agency / Comment Date	Comments
City Forestry Department (January 15, 2025)	<p>The applicant is advised that permission is required to injure and remove any tree. All trees not removed on the property will require protective hoarding to be installed.</p> <p>A completed Tree Removal Permit application is required.</p>
Region of Peel (January 7, 2025)	<p>The Region of Peel is in receipt of the Functional Servicing Report dated April 5, 2023, prepared by Skira & Associates Ltd. The Report will be sent to Program Planning for their information as modelling is not required from a Regional perspective.</p> <p>The subject development is not within the vicinity of a landfill site. All the waste collection requirements have been satisfied in accordance with the Waste Collection Design Standards Manual.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (January 7, 2025 and December 19, 2024)	Neither school board raised objections to the proposed development and provided warning clauses to include within the required Development Agreement. Please see full comments Section 7.
City Community Services Department – Park Planning Section (January 13, 2025)	Prior to the issuance of building permits for each lot or block, cash-in-lieu for parkland or other public recreational purposes is required pursuant to Section 42 of the Planning Act and in accordance with City's Policies and By-laws.
City Transportation and Works Department (January 23, 2025)	<p>Based on a review of the information submitted to date, staff have found several outstanding matters that need to be addressed to meet City requirements. The following notes were provided:</p> <p><u>Stormwater:</u> A Stormwater Management and Functional Servicing Report (SWM and FSR), prepared by Skira & Associates Ltd. dated April 2023, was submitted in support of the proposed development. The submitted report indicates a 3.0 m (9.85 ft.) wide easement will be required to accommodate a catch basin and storm connection. Several other revisions to the site drawings must be provided to satisfy staff.</p>

Agency / Comment Date	Comments
	<p><u>Traffic:</u> A Traffic Impact Study prepared by Paradigm Transportation Solutions Ltd, dated November 2022, was submitted in support of the proposed development. Based on the review of the submitted traffic impact report, the City finds that the analysis meets the necessary requirements and adequately addresses potential traffic impacts. The City is satisfied with the conclusions and recommendations provided within the report, and no further action is required at this time.</p> <p><u>Environmental Compliance:</u> The Phase I Environmental Site Assessment (ESA) including reliance letter, dated August 21, 2023 and prepared by Bruce A. Brown Associates Limited, was completed in accordance with the Canadian Standards Association standard. No environmental concerns were identified in the report and no further works required at this time.</p> <p><u>Noise:</u> An Acoustical Feasibility Study from Thornton Tomasetti, dated November 2023, was submitted in support of the proposed development. A preliminary review has indicated that the proposed development will require an acoustic barrier wall along the north section of the property. Further details are required to resolve matters related to the acoustic barrier. The development agreement will include securities retained until all noise mitigation infrastructure is constructed.</p> <p><u>Engineering Plans/Drawings:</u> Several matters remain outstanding prior to the proposal meeting City requirements, including:</p> <ul style="list-style-type: none"> • The delivery of an executed Development Agreement with Municipal Infrastructure Schedules • Clarification on site plans and grading plans • Detailed engineering drawings related to the proposed noise barrier and retaining walls
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - City Planning Strategies – Housing, City of Mississauga - Fire and Emergency Services, City of Mississauga - Heritage Planning, City of Mississauga - Hurontario LRT Office, City of Mississauga

Agency / Comment Date	Comments
	<ul style="list-style-type: none">- Alectra Utilities- Canada Post- Enbridge- Greater Toronto Airport Authority- Bell- Rogers- Metrolinx
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none">- Landscape Architect – Parks Planning, City of Mississauga- CS Viamonde- Public Art Coordinator – Community Services, City of Mississauga

7. School Accommodation Summary

The Peel District School Board

Student Yield	School Accommodation		
1 Kindergarten to Grade 6	Floradale Public School	Queen Elizabeth Sr. Public School	Port Credit Secondary School
1 Grade 7 to Grade 8			
1 Grade 9 to Grade 12	Enrolment: 628 Capacity: 685 Portables: 0	Enrolment: 337 Capacity: 262 Portables: 0	Enrolment: 1,333 Capacity: 1,203 Portables: 7

The school board has provided clauses to be included in Development Agreement, alerting prospective purchasers that some of the children from the development may have to be accommodated in temporary facilities or bused to schools. The same clause must be included in the Agreement of Purchase and Sale.

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
1 Kindergarten to Grade 8	St. Catherine of Siena Catholic Elementary School	St. Martin Catholic Secondary School
1 Grade 9 to Grade 12	Enrolment: 428 Capacity: 668 Portables: 0	Enrolment: 1,093 Capacity: 1,026 Portables: 0

The school board has provided clauses to be included in Development Agreement, alerting prospective purchasers that some of the children from the development may have to be accommodated in temporary facilities or bused to schools. The same clause must be included in the Agreement of Purchase and Sale.

City of Mississauga

Corporate Report



<p>Date: April 9, 2025</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: CD.21-CLA</p> <hr/> <p>Meeting date: April 28, 2025</p>
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Subject

RECOMMENDATION REPORT (WARD 2)

Clarkson GO Major Transit Station Area – Update and Next Steps

Recommendation

1. That the Clarkson GO Major Transit Station Area – Master Plan contained in the report titled “Clarkson GO Major Transit Station Area – Master Plan” dated November 20, 2024, from the Commissioner of Planning and Building, be endorsed in principle.
2. That the recommended policy direction contained in the report titled “Clarkson GO Major Transit Station Area – Update and Next Steps” dated April 9, 2025, from the Commissioner of Planning and Building, be endorsed.
3. That staff be directed to prepare Official Plan policies for the Clarkson GO MTSA addressing land uses, transportation, community services and parkland, and urban design.
4. That staff monitor changes to the Southdown Employment Area, and potential impacts to the Clarkson GO MTSA, and provide an update if warranted.

Executive Summary

- The Clarkson GO Major Transit Station Area Master Plan (Clarkson Master Plan) was recommended by staff for endorsement at the December 9, 2024 Planning and Development Committee (PDC) meeting. Council referred the item to staff to review comments that were received and report back at a future meeting.
- The Clarkson Master Plan aims to strike a balance between building homes and protecting jobs and investment in the Southdown Employment Area. Full build out of the

Plan achieves this objective by planning for at least 5,000 additional homes and exceeding provincial minimum density requirements.

- In response to comments received at the December 9, 2024 PDC meeting, several policy modifications and recommendations are proposed. They include:
 - initiating a city-led local area review if significant changes occur in the mix of businesses in the Southdown Employment Area;
 - monitoring the health of the Southdown Employment Area and reporting back to PDC if warranted;
 - changing land use and height permissions for 913, 923 and 927 Southdown Road to permit a mid rise building; and
 - requiring new air quality studies to use the most technically advanced model approved by the Province.
- Requests were made for additional conversions. They are not recommended for approval. The sites would not meet the Province's recommended separation distance to nearby industry. Land use compatibility studies have identified significant noise, vibration and air quality impacts from industry. Recent economic indicators also show that the Southdown Employment Area is healthy and continues to grow.
- Industry have advised that they have no plans to re-locate from the area. Given the global economic climate, residential encroachment was seen as an additional burden that adds to the current economic uncertainty.
- Re-locating the Clarkson Works Yard is also not recommended. The City has plans to invest \$3 to \$4 million in its 2025-2027 Capital budget, and there are financial and logistical hurdles associated with re-locating the Works Yard.
- Staff intend to bring forward draft official plan policies following endorsement of the Clarkson Master Plan. A community meeting on the draft policies is expected in late Spring 2025. Official plan policies for the Clarkson GO MTSA will require provincial approval.

Background

In 2018, the City of Mississauga initiated the Clarkson GO Major Transit Station Area (MTSA) Study for lands surrounding the Clarkson GO Station. A portion of these lands are within the Southdown Employment Area, a historic industrial area of Mississauga home to large and small businesses employing 6,300 people. Many of these businesses benefit from separation with sensitive uses (e.g. residential) to support operations, minimize complaints and reduce potential deleterious impacts to human health and safety. With existing all-day, two-way service on the Lakeshore West GO Line and plans to improve service, the need to update official plan policies was identified. A key objective of the Study was to identify opportunities for more housing in

appropriate locations near the Clarkson GO Station including in the Southdown Employment Area.

Since 2018, several Study milestones have been completed:

- Approval of the Clarkson GO MTSA boundaries by the Province
- Four community engagement meetings
- Transportation and infrastructure capacity assessments
- Land use compatibility studies
- Council endorsement of air quality findings
- Completion of the Clarkson Master Plan

RECOMMENDED CLARKSON MTSA MASTER PLAN

The Clarkson Master Plan is the culmination of community engagement, analysis of existing conditions, creation of development concepts and testing of those concepts with the community. It outlines a vision and set of guiding principles for the Clarkson GO MTSA, proposes urban design standards and recommends policy modifications to implement the vision. It also aims to strike a balance between building more homes and protecting jobs and economic investment in the area.

Full build out of the Clarkson Master Plan is conservatively estimated to accommodate a total of 15,200 people and 2,400 jobs with a density of 215 PPJ/ha. This would exceed provincial minimum density requirements of 150 PPJ/ha for the Clarkson GO MTSA. The Master Plan estimates that an additional 5,000 residential units could be built as a result of the proposed land use changes.

Comments

City staff recommended endorsement of the Clarkson Master Plan at the PDC meeting held on December 9, 2024 (See report in Appendix 2). Council referred the Clarkson Master Plan to staff to review comments that were received and report back at a future meeting. This report provides commentary on key issues that were raised at the PDC meeting and recommended direction for policies.

KEY ISSUES AND RECOMMENDATIONS

The following offers an overview of key issues and staff's response, including recommended policy direction.

1. Additional requests for conversion

The Clarkson Master Plan identifies the lands to be removed from the Southdown Employment Area to build more housing – a process that is called an “employment area conversion” or “conversion”. Several deputations were made requesting additional lands be converted to allow for residential, mixed use development, and that the lands be

re-designated to Mixed Use Limited. This designation would allow residential uses subject to a land use compatibility analysis.

In total, four conversion requests were made. The sites are shown on a map attached as Appendix 1. A Land Use Compatibility Study, Air Quality Study and Noise Study were submitted in support of one of the four sites located at 2157 Royal Windsor Drive.

The following offers an overview of the City's approach to identifying lands for housing and staff's evaluation of the four conversion requests.

(a) Establishing a Vision

As part of the initial planning phases for the Clarkson GO MTSA Study, a vision was established for the area that emphasized a mix of uses and the development of a transit-supportive community. The achievement of this vision relies on securing a balance of people and jobs. Today, the Clarkson GO MTSA is home to both people and jobs. It has a mix of industrial and commercial uses west of Southdown Road and south of the Lakeshore West GO Line, and residential and commercial uses east of Southdown Road and north of the Lakeshore West GO Line.

(b) Identifying additional lands for housing

An evaluation was undertaken as part of the Study to identify opportunities to build more homes in the Clarkson GO MTSA. The evaluation included a land use compatibility assessment, public engagement with landowners, residents and businesses, and site visits. Based on this evaluation, the Study identified ~10 hectares of land that can be converted to build housing while preserving employment lands for jobs and industry as part of a mixed use community. With this change, the Clarkson GO MTSA would exceed provincial minimum density requirements without the need for additional lands to be converted.

(c) Evaluating the four conversion requests

Following the December 9, 2024 PDC meeting, an evaluation of the four conversion requests was completed, including a peer review of Studies submitted for 2157 Royal Windsor Drive. Staff also engaged nearby industry. They advised that industry is experiencing increased uncertainty given the current global economic environment. Pressure from residential encroachment was seen as an additional burden that contributes to this uncertainty.

At this time, approval of the conversion requests is not recommended. However, staff propose adding a policy that would commit the City to undertaking a local area review should significant changes occur in the mix of businesses.

Staff's evaluation identified the following issues with the conversion requests:

- i. the City's land use compatibility consultant, Dillon Consulting, found several potential air quality, odour and noise impacts from nearby industry;
- ii. approval of residential uses in these additional locations would not meet provincial guidance for recommended separation distances between residential and heavy industry;
- iii. industry contribute jobs, provide a stable tax base, and complement and support other employment uses in the area;
- iv. the ability of nearby industry to meet provincial environmental compliance obligations may be impacted;
- v. many industries in the Southdown Employment Area have special operating approvals and expensive capital requirements and cannot easily locate elsewhere. No major industry has communicated any plans to move, and Enbridge has recently announced plans that will help solidify their long-term operations in the area; and
- vi. a peer review of the Studies completed for 2157 Royal Windsor Drive found:
 - o deficiencies in the analysis that prevented the Peer Reviewer from supporting the findings;
 - o that not all heavier industries were properly assessed; and,
 - o that the proposed mitigation measures are not supported by the technical findings or have not been sufficiently justified.

The Mixed Use Limited designation is also not recommended. This designation allows the introduction of residential uses without an amendment to the Official Plan – subject to a land use compatibility assessment. The land use compatibility assessment undertaken as part of this Study does not support the conversion requests.

- ***Add a policy in the Official Plan that a local area review should be initiated by the City if there are significant changes in the mix of businesses in the Southdown Employment Area, including revising the boundary of the Clarkson MTSA if warranted.***
- ***The conversion requests and land use designation change are not recommended.***

2. Re-locating the Clarkson Works Yard

Two of the four properties requesting conversion are located within the provincially recommended separation distance (70 metres, 230 feet) of the Clarkson Works Yard. The City's land use compatibility consultant found significant potential air quality and noise impacts from operations at the Clarkson Works Yard. This is due to vehicular and equipment movements, fuel dispensing and storage, and onsite activities than can operate 24/7.

The potential of re-locating the Clarkson Works Yard was suggested to allow for the expansion of residential uses. Currently, the Clarkson Works Yard is one of four such

facilities owned by the City and is used by Transportation and Works to provide services for the majority of south Mississauga. During inclement weather, the Clarkson Works Yard is used 24/7 with snow clearing potentially occurring over several days. This may result in visual impacts to neighbouring properties from large snow stockpiles. Leaf collection occurs in the fall and during peak periods operations extend into the evening hours. In the summer, Community Services also uses the Clarkson Works Yard for parks maintenance.

There are several logistical and financial considerations to re-locating a Works Yard of this size. Prior to re-locating the Clarkson Works Yard, an alternative site would need to be found that is operations-ready (i.e., the use is permitted in the Official Plan and Zoning By-law, and the facilities are constructed). An alternative site would also need to be in an appropriate location to service the catchment area and of a comparable size to accommodate both transportation and park related uses.

The cost of re-locating a Works Yard would be substantial. Staff conservatively estimate the cost to be between \$70 and \$100 million. This estimate accounts for land costs and the cost of constructing new buildings and facilities. Additional costs may also be incurred for environmental cleanup (e.g. soil remediation). It is noted that the City has allocated \$3 to \$4 million in its 2025-2027 Capital Budget to improve the existing Clarkson Works Yard.

- ***Re-locating the Clarkson Works Yard is not recommended due to investments that have been approved in the City's Capital Budget for the site, and significant logistical and financial hurdles.***

3. Economic Health of Southdown Employment Area

Questions were raised regarding the economic health of the Southdown Employment Area. In response, the City has completed an economic analysis of the Southdown Employment Area using data from the City's 2024 Employment Survey and CoStar Group.

In 2024, the Southdown Employment Area was home to 298 businesses employing 6,300 people. Southdown Employment Area has a higher share of manufacturing, wholesale and transportation and warehousing activity than the city-wide average. Notable employers include:

- Johson Electric (formerly Stackpole International), which specializes in powder metal and fluid power solutions for the automotive sector and is a key contributor to Mississauga's automotive parts manufacturing cluster;
- Large industrial facilities such as CHR Canada (Ashgrove Cement), which manufactures cement, and Petro Canada Lubricants, which manufactures lubricants and is one of the world's largest base oil refineries;
- Corporate offices for the Independent Electricity Systems Operator (IESO) and Nestle Purina PetCare Canada; and,

- Transportation and distribution/warehousing companies such as Musket Transport and Amazon.

Overall, the Southdown Employment Area has experienced steady employment growth and a buildup of its industrial inventory over the past 10 years. Between 2014 and 2024, employment grew by 14.6% and six new industrial facilities were built adding over 1.4 million square feet of new industrial inventory. This represents a 57.7% increase in the total industrial inventory present in the area, far exceeding the 9.5% growth experienced in this category across Mississauga. New companies such as the Amazon Distribution Centre (880 Avonhead Road) continue to open and be attracted to the area.

- ***Monitor the health of the Southdown Employment Area and provide an update to PDC if warranted.***

4. Increase height permissions for 913, 923 and 927 Southdown Road

A deputation was made requesting a change in land use and height permissions for the properties located at 913, 923 and 927 Southdown Road to allow for a mid rise building. Current Official Plan policies allow for intensification of the properties, including low rise apartments up to 4 storeys in height. Adjacent properties contain detached houses, townhouses, low rise apartments and natural hazard lands.

Given the surrounding policy and built form context, staff recommend policy changes to allow a mid-rise building on the properties. The Official Plan has urban design policies that will help ensure an appropriate transition to surrounding properties.

- ***The Official Plan land use designation and height permissions for the subject lands should be revised to allow for a mid rise building.***

5. Industry concerns with technical models used in an air quality study

Industry representatives continue to express concerns with the type of dispersion models used for the Clarkson Air Quality Study (AERMOD, SCREEN 3 and SDM) that have been confirmed to be acceptable by provincial staff. Industry indicated that they use a more advanced model (i.e., CALPUFF) for their environmental compliance approvals and have requested that future air quality studies in the Clarkson GO MTSA use the same model.

- ***New policies are recommended requiring future air quality studies in the Clarkson GO MTSA and Southdown Employment Area use the most technically advanced model acceptable to the Ministry of the Environment, Conservation and Parks.***

NEXT STEPS

Following endorsement of the Clarkson Master Plan, staff will prepare Official Plan policies for the area. Policy changes to land uses in the Clarkson GO MTSA require provincial approval. The Province has a significant review period (90 days) before a municipality can hold a statutory public meeting on land use policy changes in MTSA's.

Staff will share draft policies with the Province at the earliest opportunity and plan to request they be implemented through the new Official Plan. Following circulation of the draft policies with the Province, a community meeting on the draft policies is targeted for late Spring 2025. A statutory public meeting will then be held to adopt the policies in Fall 2025. The final policies will be submitted to the Province for final approval.

Financial Impact

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

Conclusion


The Clarkson Master Plan sets out a vision and policy recommendations to achieve a mixed use, transit supportive community in the Clarkson GO MTSA. It identifies land to be converted to build more homes while protecting investment and jobs in the area. It also recommends land use and building height changes that would allow the Clarkson GO MTSA to exceed provincial minimum density requirements.

Staff had recommended endorsement of the Clarkson Master Plan at the December 9, 2024 PDC meeting. The item was referred to staff to address issues that were raised. Following an evaluation of the issues, staff recommend several modifications. Specifically, it is recommended that the City commit to monitoring changes in the mix of businesses in the Southdown Employment Area and that a new local area review be initiated if such changes occur.

Attachments

Appendix 1: Clarkson GO MTSA Map

Appendix 2: Corporate Report titled "Clarkson GO Major Transit Station Area – Master Plan"
dated November 20, 2024



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

Prepared by: Christian Binette, Planner

4/9/2025

Path: I:\cadd\Projects\ReportMaps\257844 Clarkson GO MTSa - PDC Mapping_rpt\ArcGIS\PDC - Clarkson GO MTSa.aprx



Legend

- Clarkson MTSa Boundary
- Clarkson GO Station
- Clarkson Works Yard
- Southdown Employment Area
- Lands to be Removed from Employment Area

Conversion Requests

- 1 - 2175 Royal Windsor Drive
- 2 - 2157 Royal Windsor Drive
- 3 - Clarkson Crossing Shopping Mall
- 4 - Lands within 800 m buffer of Clarkson GO Station

Increased Height Request

- 913, 923 & 927 Southdown Road

City of Mississauga

Corporate Report



<p>Date: November 20, 2024</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: CD.21-CLA</p> <hr/> <p>Meeting date: December 9, 2024</p>
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Subject

RECOMMENDATION REPORT (WARD 2)

Clarkson GO Major Transit Station Area – Master Plan

Recommendation

1. That the Clarkson GO Major Transit Station Area – Master Plan contained in Appendix 5 of the report titled “Clarkson GO Major Transit Station Area – Master Plan” dated November 20, 2024, from the Commissioner of Planning and Building, be endorsed.
2. That staff be directed to prepare Official Plan policies for the Clarkson GO MTSA addressing land uses, transportation, community services and parkland, and urban design.

Executive Summary

- The Clarkson GO Major Transit Station Area (MTSA) is well served by higher order transit on the Lakeshore West GO Line. It also contains a significant portion of lands within the Southdown Employment Area, which is home to long standing industries that support Mississauga's economy. Provincial planning policies require municipalities to plan for population and employment growth and intensification in MTSA's.
- Action 2 of the “Growing Mississauga Housing Action Plan” commits the City to undertake employment land conversion studies, including at the Clarkson GO MTSA, to capitalize on new opportunities to build homes and deliver complete communities.
- In 2018, the City of Mississauga initiated the Clarkson GO MTSA Study to plan for new residential uses in the area. Through the initial phases of the Study, the need to consider air quality impacts from nearby industry was identified.
- In March 2023, an evaluation of air quality focused on a proposed development at 2077-2015 Royal Windsor Drive (Slate Asset Management) was completed that supported the removal of select lands from the Southdown Employment Area. In May 2023, staff

presented the findings to Council and were directed to complete the master plan for the Clarkson GO MTSA.

- The Clarkson GO Major Transit Station Area – Master Plan (Clarkson Master Plan) aims to boost housing supply while maintaining the viability and stability of the Southdown Employment Area. It is the outcome of extensive community engagement, analysis of existing context, as well as background and technical assessments of infrastructure capacity and transportation and land use compatibility impacts.
- Key recommendations from the Clarkson Master Plan include:
 - a vision and set of guiding principles to help shape future development;
 - removing select lands from the Southdown Employment Area to facilitate residential, mixed use development;
 - changes in land use permissions to support a broader mix of uses;
 - new and expanded public streets;
 - a new animated, vibrant Main Street;
 - an enhanced trail and pedestrian network;
 - a centrally located park to serve as a focal point for the community; and,
 - urban design standards to achieve a walkable, transit-supportive built form.
- Staff intend to bring forward draft official plan policies following endorsement of the Clarkson Master Plan. A community meeting on the draft policies is expected in early 2025. Official plan policies for the Clarkson GO MTSA will require provincial approval.

Background

The Clarkson GO MTSA is well served by higher order transit with all-day, two-way GO train service along the Lakeshore West Line. Provincial planning policies require MTSA's served by the GO Transit rail network to plan for a minimum density of 150 people plus jobs combined per hectare (PPJ/ha).

At the same time, a significant portion of the Clarkson GO MTSA is located within the Southdown Employment Area where residential and other sensitive uses are not permitted. Southdown is a well-established, stable employment area that is home to long-standing industries including a Petro Canada refinery and the Ash Grove Mississauga Cement Plant. Employment Areas help provide a stable tax base, access to jobs and land supply for industrial uses that are generally not compatible with residential and other sensitive uses.

Mississauga is committed to addressing housing supply challenges by ensuring its land use planning regime encourages construction of new housing units. Mississauga Official Plan (MOP) policies in effect today enable the development of 254,000 new residential units which well surpasses the Provincial housing target of 120,000 units.

Mississauga's Housing Plan (Growing Mississauga Housing Action Plan), is the City's roadmap to boost housing supply, improve affordability, streamline approvals and work with government partners to deliver housing-related infrastructure. Specifically, action 2 states that the City will undertake employment land conversion studies to discover new opportunities to add residential units, including at the Clarkson GO MTSA.

This report recommends approval of a master plan that provides for the building of more homes, while maintaining the integrity and viability of the broader Southdown Employment Area. An excerpt from the Clarkson Master Plan showing the boundaries of the Clarkson GO MTSA and Southdown Employment Area is contained in Appendix 1.

INITIATING THE CLARKSON GO MTSA STUDY

The City of Mississauga initiated the Clarkson GO MTSA Study in 2018. The City retained The Planning Partnership (TPP) as the lead consulting firm to undertake a planning analysis, with sub-consultants HDR and Dillon providing transportation and land use compatibility expertise, respectively. Since then, several key project milestones have been completed. These include considering possible redevelopment opportunities, conducting four community meetings, drafting of vision and guiding principles, evaluating land use compatibility and transportation impacts, and completing all necessary technical background studies.

An MTSA boundary delineation exercise was also undertaken as part of the Study in partnership with the Region of Peel. In 2022, the Region's MTSA boundaries and minimum density targets were approved by the Province, including for the Clarkson GO MTSA. The Clarkson Master Plan is the latest project deliverable of the Study and identifies how additional population and employment growth can be accommodated.

EVALUATING AIR QUALITY IN THE CLARKSON GO MTSA

A land use compatibility analysis completed in January 2020, along with community and stakeholder feedback, identified the need for further evaluation of air quality. Previous studies by the Ministry of the Environment, Conservation and Parks had concluded air quality around the Clarkson GO Station was compromised, but current air quality data was lacking.

Work on the Clarkson Master Plan was paused while the following steps were undertaken to address air quality concerns:

- October 2020: Council adopted an Amendment to Mississauga Official Plan (MOPA 117) requiring a completed air quality study before sensitive uses can be considered in Southdown.
- February 2023: WSP Canada Inc. completed an evaluation of air quality at 2077-2105 Royal Windsor Drive on behalf of the owners of the lands – Slate Asset Management (Slate). Slate has submitted a development application proposing sensitive uses on the lands. WSP found that pollution levels are largely due to transportation activities;

commonly experienced in similar urban environments in the Greater Toronto Area (GTA); and not sufficiently elevated to prohibit residential development.

- March 2023: Dillon Consulting, an engineering firm retained by the City, completed a peer review that confirmed the overall air quality findings of WSP Canada Inc.

Staff presented the air quality findings to Council and were directed to resume work on the Clarkson Master Plan in May 2023. This included identifying areas for new residential uses.

Comments

City staff recommend Council endorse the Clarkson Master Plan to help shape growth in the Clarkson GO MTSA. The Clarkson Master Plan is the culmination of significant community engagement, analysis of existing conditions, creation of development concepts and testing of those concepts with the community. It outlines a vision and set of guiding principles for the Clarkson GO MTSA, proposes urban design standards and recommends policy modifications to implement the vision.

The Clarkson Master Plan aims to:

- boost housing supply as part of a mixed use, complete community;
- increase the number of potential transit users within walking distance of the Clarkson GO Station;
- improve transportation connections, particularly for pedestrians and cyclists; and
- maintain the viability and integrity of employment lands that are in short supply.

Full build out of the Clarkson Master Plan is conservatively estimated to accommodate a total of 15,200 people and 2,400 jobs with a density of 215 PPJ/ha, which exceeds the minimum density requirement of 150 PPJ/ha for the Clarkson GO MTSA. The Clarkson Master Plan estimates that an additional 5,000 residential units could be built as a result of proposed land use changes.

KEY COMPONENTS OF THE CLARKSON MASTER PLAN

Key components of the Clarkson Master Plan include: a Concept Plan identifying land uses, parks, opens space, trails, streets and blocks; a Building Height Plan; and a Demonstration Plan illustrating a potential development scenario. Excerpts of these plans are attached as Appendices 2, 3 and 4. A complete copy of the Clarkson Master Plan is contained in Appendix 5. An overview of key directions from the Clarkson Master Plan is provided below.

1. Define a vision for future development in the Clarkson GO MTSA

Through the Clarkson GO MTSA Study engagement process, the community helped define a vision for the Clarkson GO MTSA – shown below in italicized text. The vision emphasizes the importance of achieving a mixed use, complete community with a vibrant public realm and a

connected transportation network. It is supported by six guiding principles which are intended to provide overall direction for future development.

The Clarkson Major Transit Station Area will transform into a vibrant, sustainable, complete and mixed-use community where a diversity of buildings and an animated/vibrant and connected public realm offers pedestrians, cyclists, transit users and drivers different ways to access, navigate and experience the area and direct themselves towards the Clarkson GO Transit Station.

Living, working and playing will be supported and enhanced by a range of housing forms, employment opportunities, community facilities and a connected network of parks and open spaces that complements the natural environment.

2. Remove select lands from the Southdown Employment Area

Current Official Plan policies identify portions of the Clarkson GO MTSA west of Southdown Road and south of the Lakeshore West GO Line as part of the Southdown Employment Area. The Clarkson Master Plan recommends removing select lands from the Southdown Employment Area to allow for residential and other sensitive uses. These lands are located closest to the Clarkson GO Station and were determined to have the fewest land use compatibility issues. They generally extend to the western edge of the Clarkson GO Station parking facility and are located north of Royal Windsor Drive, and are shown in Appendix 2.

Lands that are not recommended for removal include those located west of the Clarkson GO Station parking facility where heavier employment uses such as a municipal works yard and transportation facility are present. The portion of the Clarkson GO MTSA south of Royal Windsor Drive (i.e., Clarkson Crossing shopping plaza) is also not recommended for removal due to land use compatibility concerns with an adjacent radio transmission antenna array and closer proximity to the Ash Grove Mississauga cement plant and other heavy industrial uses. Should the makeup of businesses change in Southdown, a further review of the Employment Area boundaries may be warranted.

3. Plan for a complete community with a mix of uses

MOP identifies the portion of the Clarkson GO MTSA east of Southdown Road as part of the Clarkson Village Community Node Character Area (Clarkson Village). Clarkson Village already exhibits many of the desirable characteristics of a complete community, including a range of housing options, mixed use development along Lakeshore Road West, and a strong sense of place and community identity.

The Clarkson Master Plan recommends changes to land use designations and Character Area boundaries. These include extending the Clarkson Village Community Node to encompass the lands being removed from the Southdown Employment Area as well as the area located within the Clarkson-Lorne Neighbourhood (see Appendix 2).

The Clarkson Master Plan also identifies sub-Areas that collectively are intended to achieve the vision for a mixed use, complete community (see Appendix 2 for a map showing sub-Areas):

- The Mixed Use Area will accommodate a mix of uses to support residential development and a transit-supportive built form. Mixed use buildings will contain non-residential uses such as office, service commercial and retail in addition to residential uses. In key locations, development will be required to provide active, ground floor non-residential uses with front doors and storefronts facing onto public streets and parks.
- The Residential Area provides further opportunities for growth and intensification, particularly north of the Lakeshore West GO Line where Metrolinx has surface parking. A range of residential building types will be permitted, including townhouse, mid-rise and high rise buildings. While not required, non-residential uses will be permitted to provide more opportunity for retail, services and amenities.
- The Employment Area will continue to permit uses that have been established including office, retail, municipal works yard and transportation facility. This Area will help minimize the potential for land use compatibility conflicts by separating heavier employment uses from sensitive uses in the Mixed Use and Residential Areas. It will also continue to contribute to the mix of jobs that are located within walking distance of the Clarkson GO Station.

4. Increase maximum building heights

The Clarkson GO MTSA Study considered public feedback, the City's City Structure hierarchy and the existing context to develop recommended minimum and maximum building heights as shown in Appendix 3. A range of building heights are proposed with the tallest buildings up to 25 storeys generally located north and south of the Clarkson GO Station. A transition to lower building heights is recommended east of Southdown Road where a mix of low rise and high rise buildings exist.

MOP MTSA policies currently under appeal would allow increases in maximum heights, subject to meeting criteria on the vision for the area, land uses, compatibility, urban design and infrastructure capacity. West of Southdown Road and south of the Lakeshore West GO Line, the maximum height is also based on the air quality study that considered sensitive uses with heights up to 25 storeys. Increases in height beyond 25 storeys would require a scoped air quality addendum to confirm that there are no potential impacts from nearby air pollutants beyond that height. Other site constraints such as the presence of natural hazards, industry or limited vehicular access may limit development heights.

5. Complete the transportation and park network

The Clarkson Master Plan recommends an enhanced transportation network with improved access to the Clarkson GO Station, and safe, accessible pedestrian and cycling infrastructure. The enhanced transportation network will help accommodate planned growth in the Clarkson

GO MTSA. Proposed new streets, and pedestrian and trail connections, are shown in the demonstration plan attached as Appendix 4.

A new north-south Main Street is a key component of the enhanced transportation network and connects Royal Windsor Drive and the Clarkson GO Station. It is envisioned as a walkable and cycling-friendly street with a vibrant mix of shops, services and amenities, separated cycling facilities, and generous, attractive sidewalks.

The Clarkson Master Plan also identifies the general location of new parks to serve a growing population, improve access to green space, and provide opportunities for recreation and social activity. Specifically, a centrally located community park will serve as a focus for the community and anchor the new Main Street. To fulfill this function, the park will have public frontage on Main Street, be of sufficient size to accommodate population growth, and be designed as a connected, contiguous park that is able to serve as the main open space feature for the community. Development adjacent to the centrally located park will have active frontages with retail and service commercial uses on the ground floor.

6. Plan for a walkable, transit-supportive built form

The Clarkson Master Plan recommends urban design standards to further guide and direct development at the development application review stage. In general, the intent is to set appropriate and desirable standards for development that achieves a walkable, transit-supportive built form. While many of the standards provide for minimum requirements that are often expressed as specific numbers, flexibility and innovation may result in exceptions where the overall goal of a walkable, transit-supportive built form is upheld.

The standards provide direction on: the appropriate orientation and placement of buildings and building features such as entrances, vehicular access, and parking; minimum separation distances between towers; podium heights (the portion of a building that forms the base or foot of a structure); transition in building heights; minimizing shadows; and landscaping.

TESTING INFRASTRUCTURE AND SERVICING CAPACITY

As part of the Clarkson GO MTSA Study, a review of infrastructure and servicing capacity was undertaken. The results are summarized below.

Transportation

HDR was retained to conduct a transportation assessment of the final Clarkson Master Plan. Transportation modeling indicated that the proposed street network and arterial road system are generally expected to accommodate future traffic demands. Key intersections may warrant adjustments to signalization in the future to improve operations and ease vehicular entry into the block located at the northwest corner of Royal Windsor Drive and Southdown Road.

Engineering Services

Analysis of water and wastewater capacity revealed constraints with the full build-out of the Clarkson GO MTSA. The Region of Peel is currently undertaking servicing master plans that will help determine the timing and delivery of watermain and sanitary sewer improvements needed to accommodate forecasted growth.

Public and Community Services

The Peel District School Board and Dufferin-Peel Catholic District School Board indicated sufficient school capacity is available nearby. Additional park space will be required to accommodate growth.

NEXT STEPS

Following endorsement of the Clarkson Master Plan, staff will prepare Official Plan policies to implement key policy directions. A community meeting on the draft policies is expected in the first quarter of 2025.

Policy changes to land uses in the Clarkson GO MTSA require provincial approval. The Province has a significant review period (90 days) before a municipality can hold a statutory public meeting on land use policy changes in MTSA's. Staff will share draft policies with the Province at the earliest opportunity and plans to have them implemented through the Official Plan Review process currently underway to prepare a new Official Plan for Mississauga. If timing does not align with the Official Plan Review process, approval of the Clarkson GO MTSA policies may need to go through a separate process with the Province.

Staff will work to implement non-policy directions through additional planning tools including updating the Lakeshore Road West Clarkson Village Urban Design Guidelines.

Engagement and Consultation

The Clarkson Master Plan reflects the feedback received through multiple engagement activities undertaken with the community since 2018. A total of four community meetings were held to develop a vision and set of guiding principles, test development scenarios, present Study findings and finalize a concept plan. The consulting team and staff also met with key stakeholders, including landowners, nearby industry, Metrolinx, the Ministry of the Environment, Conservation and Parks, and Peel Public Health to receive feedback on draft directions of the Clarkson Master Plan.

COMMENTS RECEIVED FROM THE FINAL COMMUNITY MEETING

Staff hosted a community meeting to receive feedback on the draft master plan on November 22, 2023 that included proposed directions on vision, public realm, land uses, mobility and parkland. Approximately 110 participants were in attendance. Overall, participants expressed support for the master plan and the vision for a walkable, transit-supportive community, and had suggestions for improvement. Comments from the community are summarized in a What We

Heard report on the project website (<https://yoursay.mississauga.ca/clarkson>). These comments were used to refine the trail and pedestrian connection network, building heights, land use permissions and public realm.

After the community meeting, area landowners provided written correspondence on the following matters:

- request to remove two sites west of the Clarkson GO Station parking facility and Clarkson Crossing from the Southdown Employment Area to facilitate residential, mixed use development;
- request to change land use and height permissions along the eastern edge of Southdown Road, south of Lushes Avenue (913, 923 and 927 Southdown Road); and
- continued concerns from industry with the introduction of sensitive uses in the Southdown Employment Area and impacts to their operations.

In response to these comments, a further evaluation of land use compatibility within the Clarkson MTSA was undertaken. It confirmed the presence of heavier industry to the west of the Clarkson GO Station parking facility. Staff also note that the Clarkson Crossing site is located adjacent to a radio transmission antenna array which can interfere with the use of electronic devices (e.g. radios, clocks, phones, telephones), and is in closer proximity to the Ash Grove cement plant and other heavier industries. Accordingly, no changes were made to the area being removed from the Southdown Employment Area. However, the Clarkson Master Plan was revised to acknowledge that additional sites may be removed from the Southdown Employment Area should the makeup of businesses in the area change.

Site constraints were identified for the properties at 913, 923 and 933 Southdown Road, each containing a detached house. Adjacent properties contain detached houses, townhouses, low rise apartments and natural hazard lands. Current MOP policies allow for intensification of the properties, including low rise apartments up to 4 storeys in height. Staff propose to evaluate whether taller buildings are appropriate as part of the subsequent policy implementation stage.

Financial Impact

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

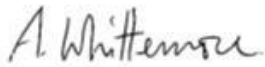
Conclusion

The Clarkson Master Plan sets out a framework for a mixed use, complete community in the Clarkson GO MTSA. It aims to boost housing supply while maintaining the viability and stability of the Southdown Employment Area. It is the outcome of significant community engagement, analysis of existing context, and technical assessments of infrastructure capacity and transportation and land use compatibility impacts. To achieve these aims, the Clarkson Master Plan proposes a vision and guiding principles, changes to official plan policies and urban design

standards. Staff recommend Council endorse the Clarkson Master Plan, and that staff be directed to prepare official plan policies for the Clarkson GO MTSA.

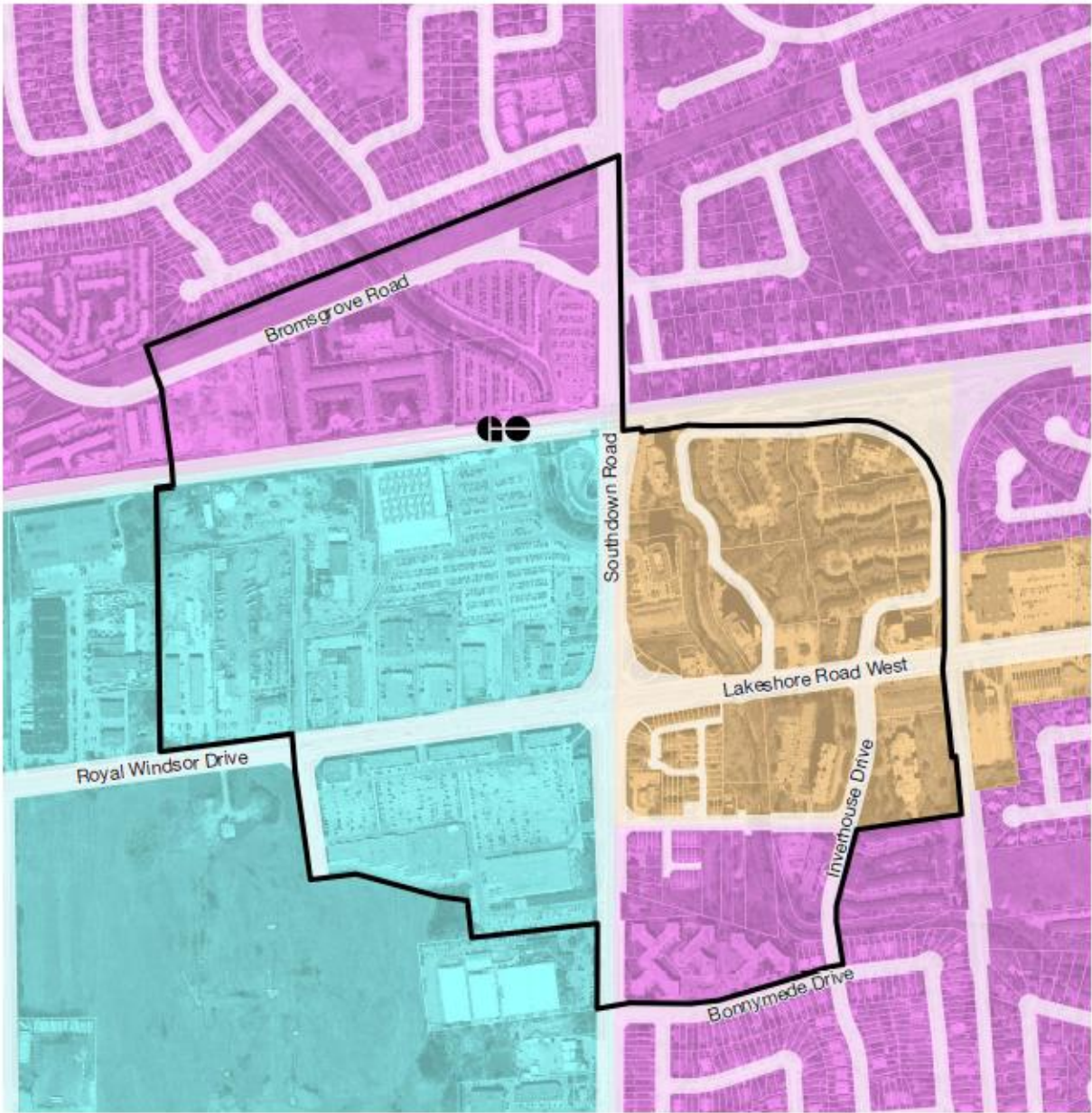
Attachments

- Appendix 1: Clarkson GO MTSA Character Area Boundaries
- Appendix 2: Clarkson Master Plan – Concept Plan
- Appendix 3: Clarkson Master Plan – Building Heights
- Appendix 4: Clarkson Master Plan – Demonstration Plan
- Appendix 5: Clarkson GO Major Transit Station Area – Master Plan



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

Prepared by: Christian Binette, Planner

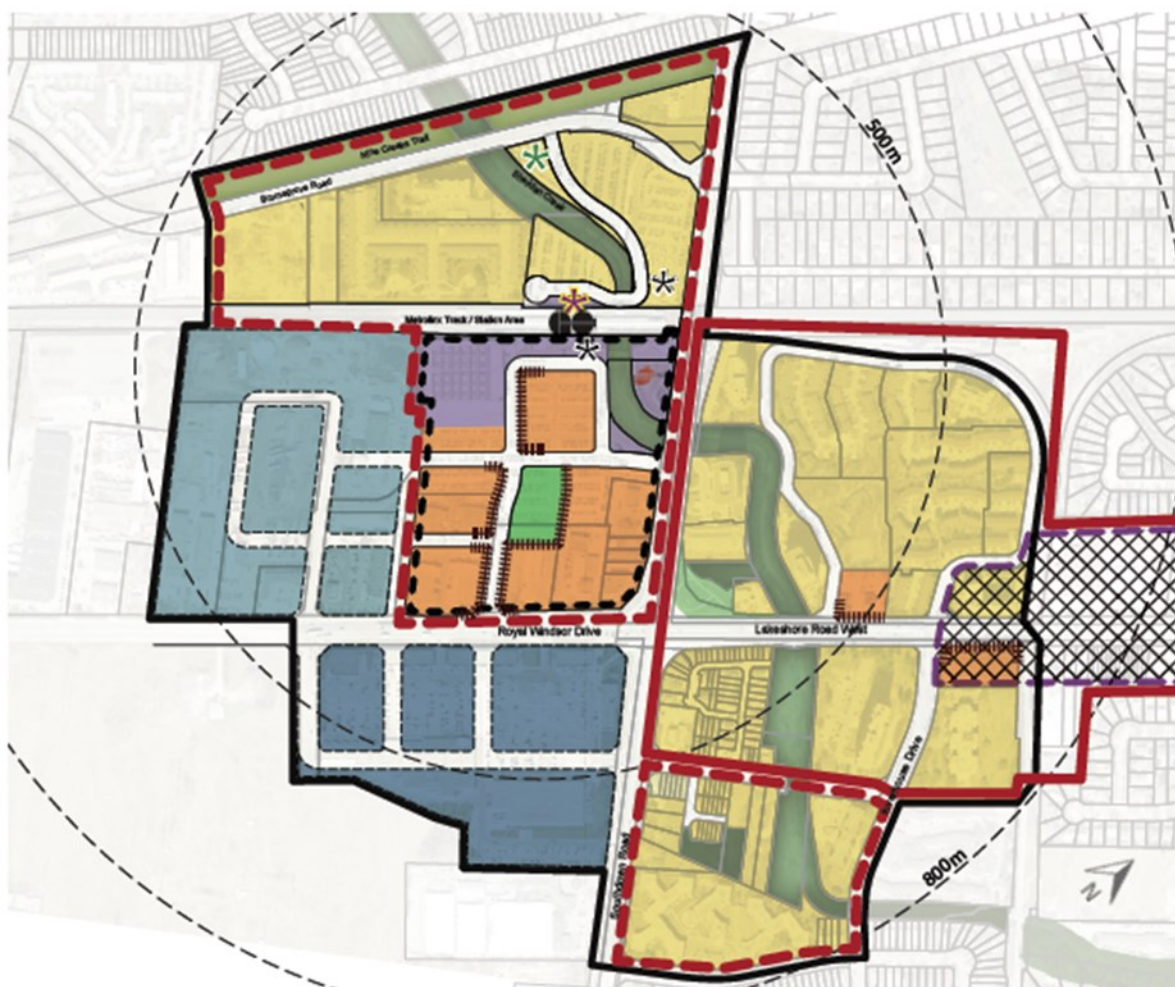


MAP 4 / KEY CHARACTER AREAS

LEGEND

-  Clarkson MTSA Boundary
-  Clarkson - Lorne Park Neighbourhood
-  Clarkson Village Community Node
-  Southdown Employment Area

Excerpt from Clarkson Master Plan – Page 16



MAP 9 - CONCEPT PLAN

LAND AREA
MTSA Total Land Area 82 ha.

POPULATION
Existing (2021 Census) 4,080
New 11,120
Total Population 15,200

EMPLOYMENT
Existing (2022 Mississauga Employment Database) 1,850
New Commercial 560
New Office 380
Minus Existing 90
Total Jobs 2,400

DENSITY
Existing 72 Persons + Jobs per Hectare
Future* 215 Persons + Jobs per Hectare

* Future density assumes full build out of sites identified in the Demonstration Plan (Map 14).

LEGEND

- Clarkson MTSA Boundary
- Residential Area
- Mixed Use Area
- Employment Area - Business
- Employment Area - Commercial
- Transit Facility (GO/MiWay)
- Natural System
- Utility Corridor/ Nine Creeks Trail
- Existing Park
- New Park
- Existing Clarkson Village Community Node
- Proposed Clarkson Village Community Node Boundary Expansion
- Clarkson Village Main Street Commercial Area
- Non-residential Uses At-grade
- Future Park
- Potential Pick-Up / Drop-Off Location
- Potential Station Plaza
- Lands to be Removed from Employment Area
- GO Transit
- Mississauga Transit

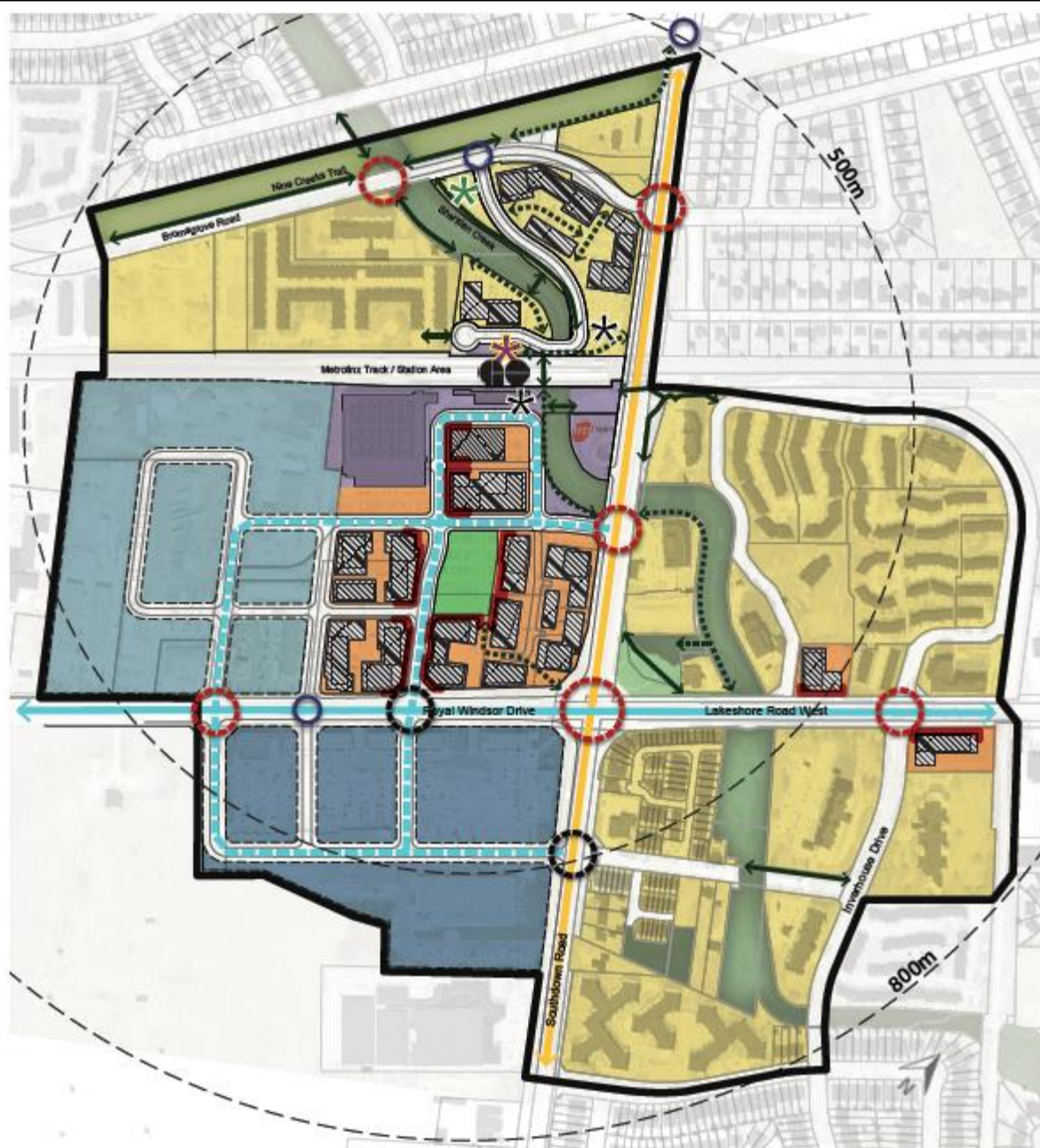


MAP 10 - BUILDING HEIGHT DISTRIBUTION

LEGEND

- Clarkson MTSA Boundary
- Employment Area - Min. 2 storeys or 11m
- GO Transit
- Mississauga Transit

* Numbers on map show minimum and maximum heights in storeys per block/area



MAP 14 - DEMONSTRATION PLAN

LEGEND	
	Clarkson MTSA Boundary
	Residential Area
	Employment Area - Business
	Employment Area - Commercial
	Mixed-Use Area
	Transit Facility (GO/MiWay)
	Natural System
	Utility Corridor/Nine Creeks Trail
	Existing Park
	New Centrally Located Park
	Future Park
	Potential Pick-up / Drop-off Location
	Potential Station Plaza
	Streets for Future Consideration
	New Buildings
	Commercial/Retail Frontage
	Existing Signalized Intersection
	New Signalized Intersection
	Enhanced Intersection
	Existing Pedestrian Connection
	Future Pedestrian Connection
	Planned Separated Bike Lane
	Recommended Separated Bike Lane
	Multi-Use Trail

Excerpt from Clarkson Master Plan – Pages 62 and 63

CLARKSON GO

Major Transit Station Area (MTSA)
MASTER PLAN

September 2024

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EXECUTIVE SUMMARY

05

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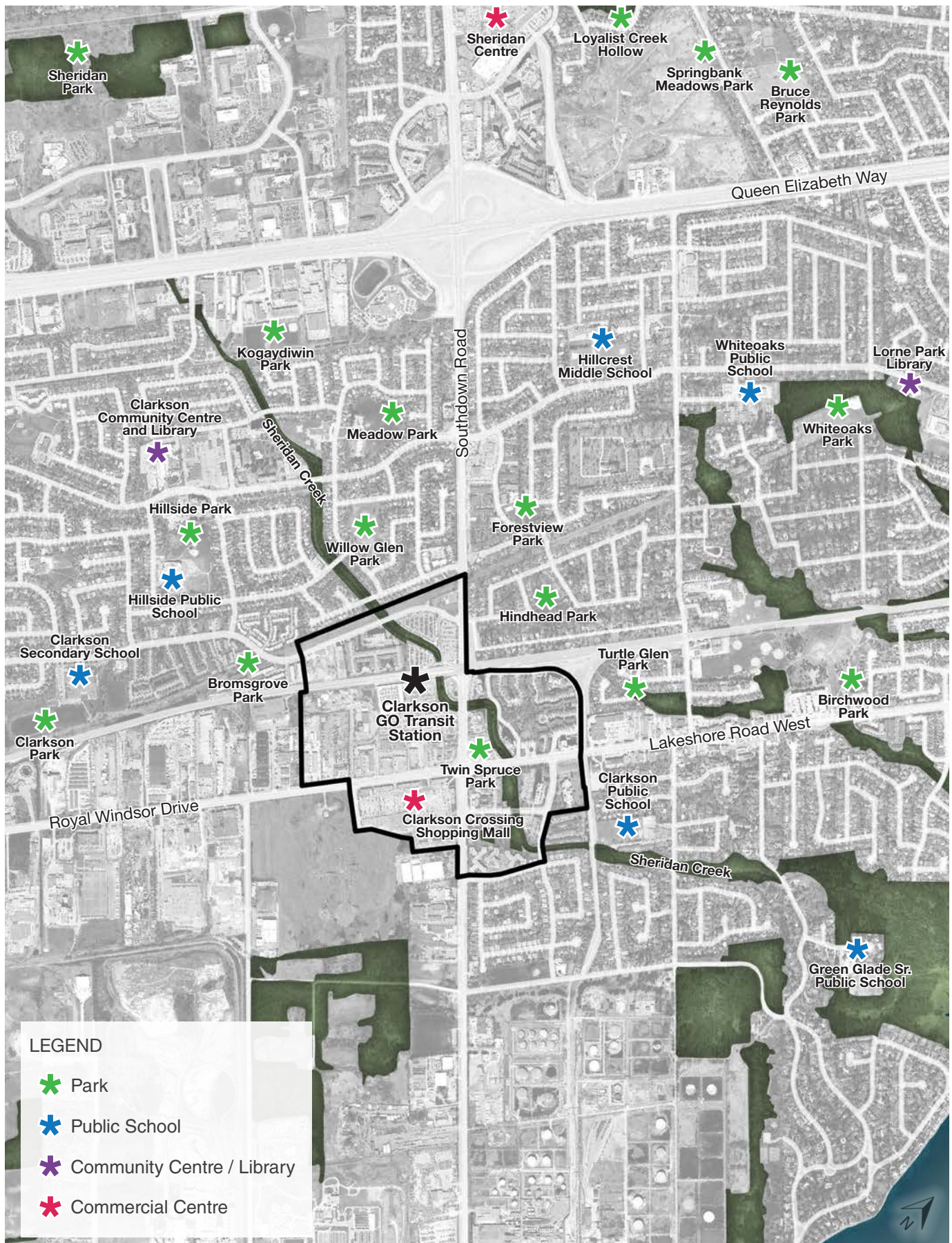
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MAP 1 / CONTEXT OF THE CLARKSON MTSA

EXECUTIVE SUMMARY

A transformation is taking place in the Province of Ontario that will see significant investment in transit improvements over the next several decades. As part of these planned improvements, the GO Transit Network is being expanded, including the Lakeshore West Corridor where the Clarkson GO Transit Station is located.

To support these investments, the Province of Ontario's Growth Plan for the Greater Golden Horseshoe 2020 (Growth Plan) calls for the intensification of Major Transit Station Areas (MTSA) located along priority transit corridors. Development of these areas are required to be transit-supportive, achieve minimum density targets and create complete communities.

Today, the Clarkson GO MTSA (Clarkson MTSA) area includes a variety of existing uses, from low-density residential to commercial and industrial uses. The Clarkson GO Transit Station lands, underutilized sites and potential development sites offer the greatest opportunity for the development of a mix of uses and higher density building forms. The Clarkson MTSA represents an opportunity to maximize the number of potential transit users within walking distance of the station, while preserving employment lands that are a historic source of Mississauga's economic strength and in short supply.

The Clarkson GO MTSA Master Plan (Clarkson Master Plan) seeks to balance these two objectives. It proposes the development of a mix of uses within a compact, transit supportive built form that when realized will exceed the provincial minimum density target for the area. It provides for improved connectivity with the surrounding neighbourhoods that will help make walking and cycling safer and more convenient, and it strives to preserve the viability of nearby heavier employment uses.

The Clarkson Master Plan is informed by an assessment of the existing land use/policy framework, transportation network, commercial and employment market, and urban design contexts. Consul-

tation was undertaken to gain feedback and input from agencies, landowners, local businesses and the public to establish a vision and shape the final Clarkson Master Plan.

The Clarkson Master Plan provides nine key recommendations:

1. Lands to be removed from the Southdown Employment Area to facilitate mixed use, residential development;
2. Land use designation changes to support a broader mix of uses;
3. New and expanded streets designed as pedestrian-oriented spaces that promote an animated public realm;
4. An enhanced trail network with new connections to Sheridan Creek and the Hydro Corridor (Nine Creeks Trail);
5. A centrally-located park that will serve as a focal gathering point for the community;
6. Plazas on the north and south sides of the Lakeshore West Rail Corridor that are located adjacent to transit station buildings and structures to provide a public for transit-users;
7. A new Main Street adjacent to the proposed central park, connecting Royal Windsor Drive to Clarkson GO Transit Station, that provides access to services and amenities;
8. A pedestrian-oriented and transit supportive built form with the greatest heights and densities adjacent to the Clarkson GO Transit Station with a transition to lower building heights along Lakeshore Road West east of Southdown Road; and,
9. Policy implementation framework to inform the preparation of an Official Plan and Zoning By-law Amendment.





1 INTRODUCTION



MAP 2 / AERIAL PHOTOGRAPHY OF THE CLARKSON MTSA

1 INTRODUCTION

The City of Mississauga has experienced significant growth and development over the past several decades, both in its suburban and urban areas. Working in collaboration with the Region of Peel, the City of Mississauga undertook The Clarkson Major Transit Station Area (MTSA) Study to look at how:

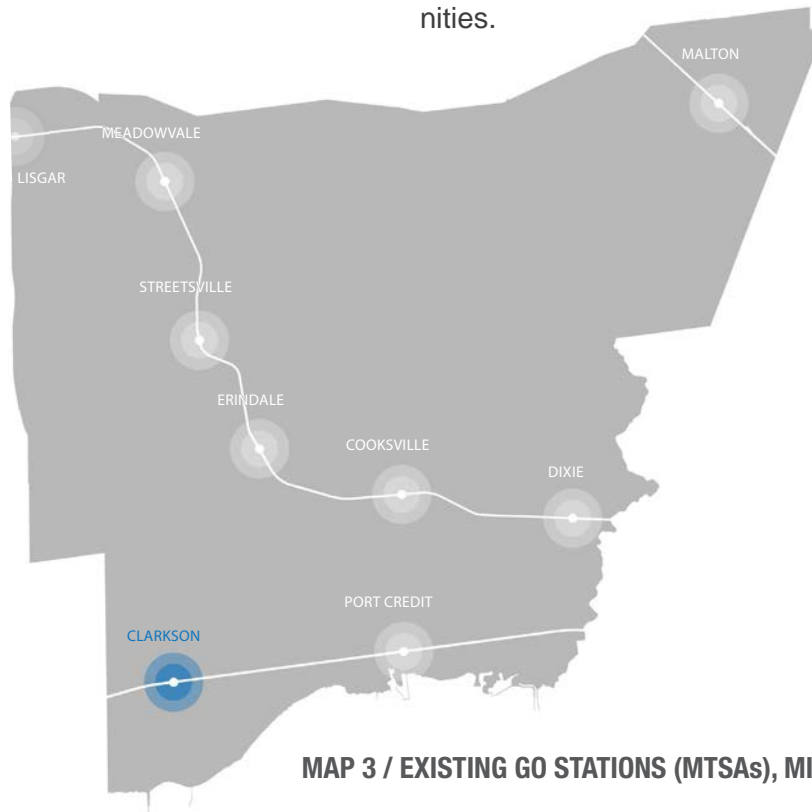
- The area might be planned to accommodate transit-supportive growth / development;
- To achieve the Vision and Principles established through a public consultation process; and,
- To meet Provincial and Regional objectives for intensification.

The Clarkson GO MTSA Study is identified in Map 2, and includes the lands around the existing Clarkson GO Transit Station, a portion of the lands identified in the Official Plan as 'Southdown Employment Area' and a portion of the Clarkson Village area located east of Southdown Road.

The Clarkson GO MTSA Master Plan (Clarkson Master Plan) represents the conclusions / recommendations of the Study, including:

- Feedback from the public, businesses, landowners and agencies;
- A transportation assessment;
- A land use compatibility assessment;
- An industrial – employment lands assessment to explore the possibility of employment land conversions;
- A commercial – retail demand analysis to help shape a land use plan; and,
- An environmental overview / air quality study to identify potential impacts on any new residential uses.

The Clarkson Master Plan will provide a planning framework to guide future development that will be transit supportive and promote complete communities.



MAP 3 / EXISTING GO STATIONS (MTSAs), MISSISSAUGA

1.1 MASTER PLAN PROCESS

The Clarkson Master Plan was created through an extensive consultation process that included public engagement events, as well as stakeholder outreach and meetings with stakeholders. The Clarkson Master Plan is supported by a Transportation Assessment, an Industrial – Employment Lands Overview, a Retail - Commercial Demand Analysis and, an Environmental Overview.

The Clarkson GO MTSA planning process involved three stages of work, as shown on page 11.

In Phase One, which commenced in early 2019, a background review of the existing context and applicable policies and guidelines was undertaken to gain a foundational understanding and overview of the Clarkson GO MTSA. A boundary delineation exercise was carried out to define the Clarkson GO MTSA boundary and understand the areas that have potential for redevelopment within that boundary. This work was coordinated with the steering committee, including the Region of Peel and Metrolinx. The preliminary boundary that resulted from this exercise formed the basis of the options development and the final preferred plan.

This stage of work culminated in the first public engagement event which was used to prepare a vision and guiding principles for the Clarkson GO MTSA. The feedback received was summarized in a 'What We Heard' report that was posted to the City's project web page.

In Phase Two, options were developed based on the foundations established through the background review, outcomes of the first public engagement event, and consultations with stakeholders. The options, which depicted different scenarios for built form distribution, street and block patterns and open spaces, were presented to the community at a second public engagement event to gain feedback.

The feedback received was summarized in a 'What We Heard' report that was subsequently posted to the City's project web page for further input on the various elements of the plans. Several iterations of an emerging preferred plan were generated to 'test' built form scenarios, address phasing objectives, account for stakeholder and technical input. Additional focused workshops were used to address parkland, urban design, potential employment land conversions and transportation.

In 2020, the master planning work was paused to address land use compatibility and air quality issues. First, the City retained Dillon Consulting to complete a land use compatibility assessment for the area. This assessment recommended detailed air quality and human health assessments prior to any introduction of sensitive land uses on employment lands within the Clarkson GO MTSA. Second, the City worked with Dillon Consulting and a team of experts to create a terms of reference for an acceptable air quality study.

Slate Asset Management L.P retained WSP to complete an air quality study (both ambient monitoring and dispersion modeling) and a human health assessment. They are the owners of 2077, 2087, 2097 and 2105 Royal Windsor Drive, and have proposed four residential high-rise buildings on their properties. WSP completed the studies based on a development proposal with residential buildings up to 25 storeys.

The City retained Dillon Consulting Limited and worked with a team of experts to undertake a technical peer review of these studies. The team of experts included the Ministry of the Environment, Peel Public Health, the City's Environment Division, and representatives from local industry.

This work was completed in February 2023 with the conclusion that the air quality on Slate's properties was similar to other parts of the GTA and that pollution was primarily from transportation-related activity. Based on these findings, it was determined that existing air quality pollution levels does not preclude residential development on Slate's lands. Council direction was then provided to resume master planning work in May 2023.

Phase 3 of the study was focused on finalizing the Concept Plan and completion of the Master Plan Report regarding land uses, built form, transportation networks, the station area, phasing, urban design, parks and open space and the natural environment.

Consistent with the two previous phases, public consultation was undertaken to present and obtain feedback on the final Draft Concept Plan. The final Concept Plan takes into consideration all technical, stakeholder and community input that has been provided.

1 Plan Foundations

Background Review

Provincial, Regional and Municipal Policies
Master Plans and Guidelines

Existing Context

- Character Analysis
- Market Inventory
- Transportation Conditions

MTSA Boundary Delineation

Public
Engagement #1:
Vision +
Principles

What We Heard
Report #1

2 Plan Options

Preliminary Options

Density Distribution Options

Streets and Blocks

Parks and Open Space

Transportation Alternatives

Land Use Options

- Density Analysis
- Transportation Analysis

Environmental Overview

- Air Quality Study
- Human Health Assessment
- Land Use Compatibility Study (incl. addendum)

Public
Engagement #2:
Options

What We Heard
Report #2

Public
Engagement #3:
Air Quality
Findings

What We Heard
Report #3

3 Final Plan

Preferred Option

Land Uses (Employment and Mixed-Use)

Built Form Distribution and Typologies

Streets, Pedestrian and Cycling Network

Parks, Open Space and Links

Public
Engagement #4:
Preferred
Option

What We Heard
Report #4

Final Plan

Land Uses

Built Form

Public Realm

Transportation Network

1.2 POLICY & PLANNING CONTEXT

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe, provides the long-term plan for growth in the Greater Golden Horseshoe (GGH) area, and is ‘designed to promote economic growth, increase housing supply, create jobs and build communities that make life easier, healthier and more affordable for all ages’. The Growth Plan aims to accommodate forecasted growth in complete communities and promotes better use of land and infrastructure as well as the protection of natural resources. To better co-ordinate planning for growth across the region, it provides population and employment forecasts for all upper- and single-tier municipalities and establishes minimum intensification and density targets that recognize the diversity of communities across the GGH.

The Growth Plan provides direction for intensification of key areas, including ‘Urban Growth Centres’ (UGC) and ‘Major Transit Station Areas’ (MTSA). It defines MTSA as the area including and around any existing or planned higher order transit station or stop (measured by a 500 – 800 metre radius, representing a 10-minute walk) within a settlement area; or the area including and around a major bus depot in an urban area. MTSA on priority transit corridors will be planned for a minimum density target of 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network’.

The Growth Plan also recognizes transit as a first priority for major transportation investments and sets out a regional vision for transit, seeking to align transit with growth by directing growth to MTSA and other strategic growth areas, and promoting transit investments in these areas.

To optimize provincial investments in higher order transit, the Clarkson Master Plan identifies priority transit corridors such as the Lakeshore West GO Line, and provides direction for municipalities to complete detailed planning for MTSA on these corridors to support planned service levels. It further provides direction for The Region of Peel and The City of Mississauga, to work collaboratively to align transit investment and land use planning by directing transit-supportive development to MTSA along the priority transit corridors.

MTSA are intended to be developed as high density, mixed-use, transit-supportive neighbourhoods that provide access to local amenities, jobs, housing, and recreation opportunities.

Provincial Guidelines

The Ministry of the Environment provides guidelines on how to decide what types of land uses are appropriate near industrial areas. It is called the D-6 Compatibility between Industrial Facilities.

This guideline is intended to be applied in the land use planning process to prevent or minimize adverse effects due to the encroachment of sensitive land uses and industrial land uses on one another.

Regional MTSA Study and Municipal Comprehensive Review (2051)

The Region of Peel Official Plan, 2051 (ROP), was approved with the delineated MTSA boundaries and minimum density targets by the Province in November 2022. The minimum density target for the Clarkson MTSA is 150 people plus jobs per hectare (ppj/ha). The Region MTSA policies recognize that each station will be unique and influenced by its local condition, growth potential and limitations and, that not all stations will achieve the same mix of land uses or intensity of development.

The Region of Peel Official Plan identifies a portion of the Clarkson GO MTSA within an Employment Area. Residential and other sensitive land uses are not permitted in Employment Areas. However, policy 5.8.36 allows the introduction of residential uses in Clarkson GO MTSA, subject to the completion of a planning study initiated by the City of Mississauga, which addresses:

- a) Identify the area where residential uses would be permitted;
- b) The requirements of Policy 5.6.19.9 of this Plan;
- c) Land use compatibility in accordance with provincial standards, guidelines, and procedures;
- d) An overall net increase to the total jobs planned for the Employment Area within the delineated boundary;
- e) How the viability of adjacent Employment Areas will be protected from the impacts of sensitive land uses, including mitigation measures and at the direction of the local municipality, an assessment of various environmental considerations such as impact on local airsheds;
- f) The mix and ratio of jobs by type (e.g. office, manufacturing, institutional);
- g) That higher order transit is planned for the Major Transit Station Area within the planning horizon;
- h) The development of complete communities and transit- supportive densities including employment uses; and,
- i) Demonstrate how transit-supportive employment densities will be achieved.

The conclusion of the planning study and analysis supports certain lands within the MTSA for residential and sensitive uses. The rationale for the removal of the lands from the Employment Area is discussed in section 4.2. The Clarkson Master Plan will form the basis for an amendment to the City's Official Plan.

Mississauga Official Plan

The Official Plan locates lands in the Clarkson GO MTSA within the following Character Areas: the Clarkson Village Community Node, the Clarkson-Lorne Park Neighbourhood, and Southdown Employment Area. Each Character Area contains policies on land uses, built form, transportation, community services and the environment.

Of the fifty-four protected MTSAs in the City of Mississauga, the Clarkson GO MTSA is one of nine which are located along the GO Transit rail network.

Due to the potential for land use compatibility issues related to air quality, the City adopted Official Plan Amendment (OPA) 117 (passed in 2020) to introduce new policies requiring an air quality study to be completed before the introduction of sensitive land uses within the Southdown Employment Area in the Clarkson GO MTSA.

City-wide MTSA policies (OPA 143 and 144) were approved by the Region in April 2024 and are currently under appeal to the Ontario Land Tribunal. These policies identify authorized uses of land, density, building heights, compatibility criteria, connectivity, urban design and servicing. They provide general guidance for development within a Protected MTSA.

Watershed Planning

Lands adjacent to Sheridan Creek are regulated by the Watershed Planning Policies, April 2010 and Ontario Regulation 41/24. Credit Valley Conservation (CVC) play an important role in the planning process for these lands.

Mississauga Official Plan identifies Sheridan Creek and some adjacent lands as natural hazards (e.g. potential for slope erosion and flooding). This may pose a constraint for development adjacent to Sheridan Creek.

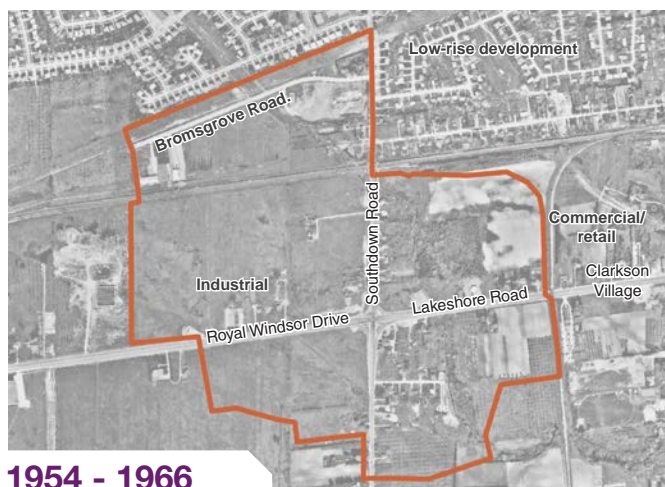
1.3 HISTORIC DEVELOPMENT

Every community evolves over time, the Clarkson area is no exception. Its fabric, character, form, and uses have changed over many decades. These historic air photos, shown within the Clarkson GO MTSA boundary, provide a high-level snapshot of the built form in the study area over the past 65 years. The sequence of diagrams highlight the evolution of the area and demonstrate the growth and changes that have occurred over time.



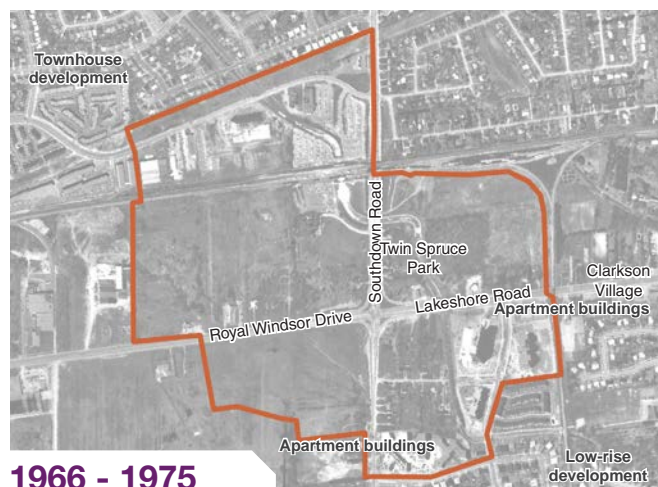
1954

Prior to 1954, the area was predominantly agricultural in character, with large farming lots found throughout and adjacent to the boundary, and some residential development northeast of the boundary. Spur rail lines providing access to the Petro-Canada site can be seen in the southeast portion of the boundary.



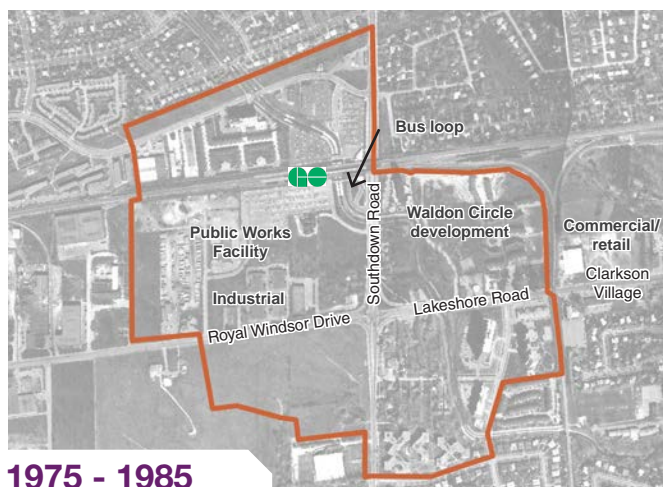
1954 - 1966

Extensive low-rise residential development was built north of the study area, with minimal residential development southeast of Lakeshore Road West and Southdown Road. Industrial activities are also starting to take place just north of Royal Windsor Drive and some retail and commercial development appears in the Clarkson Village area generally fronting on the north and south of Lakeshore Road West. Royal Windsor Drive and Lakeshore Road West appear to be widened and a number of new local roads appear throughout the residential development and alongside collector roads, such as Bromsgrove Road.

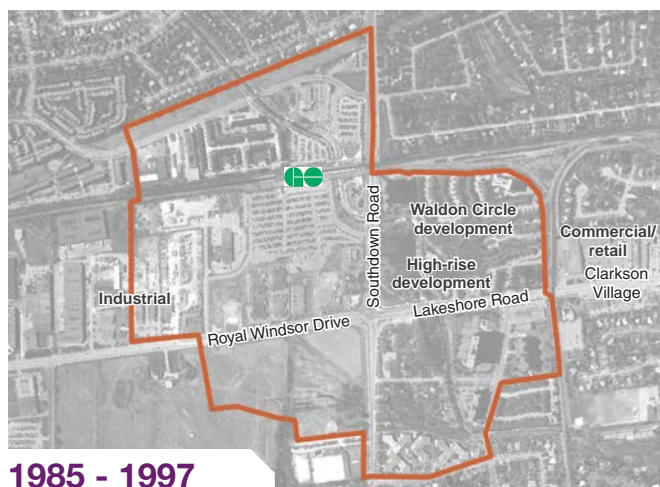


1966 - 1975

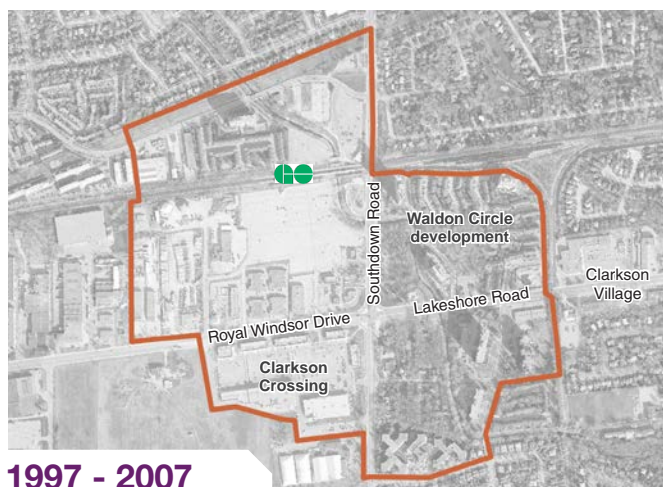
More intensive forms of residential development appear; these include townhouses, an apartment building located north of the rail corridor, three apartment buildings on the south side of Lakeshore Road West and three low-rise apartment buildings within the southeast portion of the boundary. Additionally, low-rise residential neighbourhoods can be seen just outside of the boundary, on the east side of Southdown Road. The Sheridan Creek is channelized as part of the redevelopment of the Clarkson GO Transit Station including large areas of surface parking north and south of the rail corridor. Twin Spruce Park can also be seen and the Petro-Canada Gas Station appears to be in the process of being built.

**1975 - 1985**

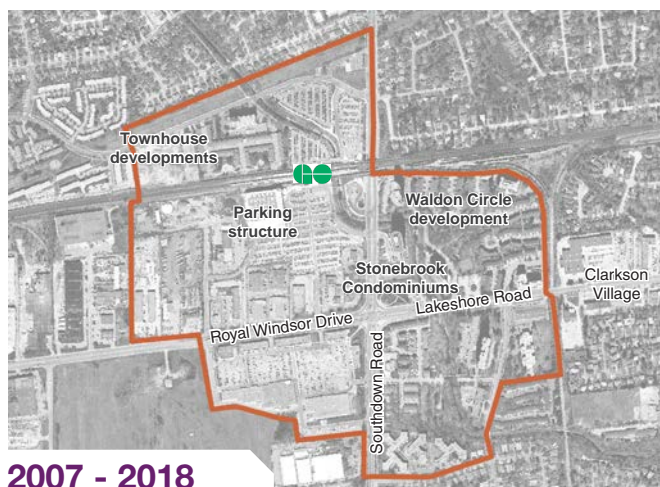
Extensive industrial development can be seen north of Royal Windsor Drive, alongside the public works facility, expansion of the GO surface parking lot on the south side of the rail corridor and a bus loop on Southdown Road. The Walden Circle residential development, including townhouses and an apartment building, appears to be under construction and additional commercial/retail development can be seen throughout Clarkson Village.

**1985 - 1997**

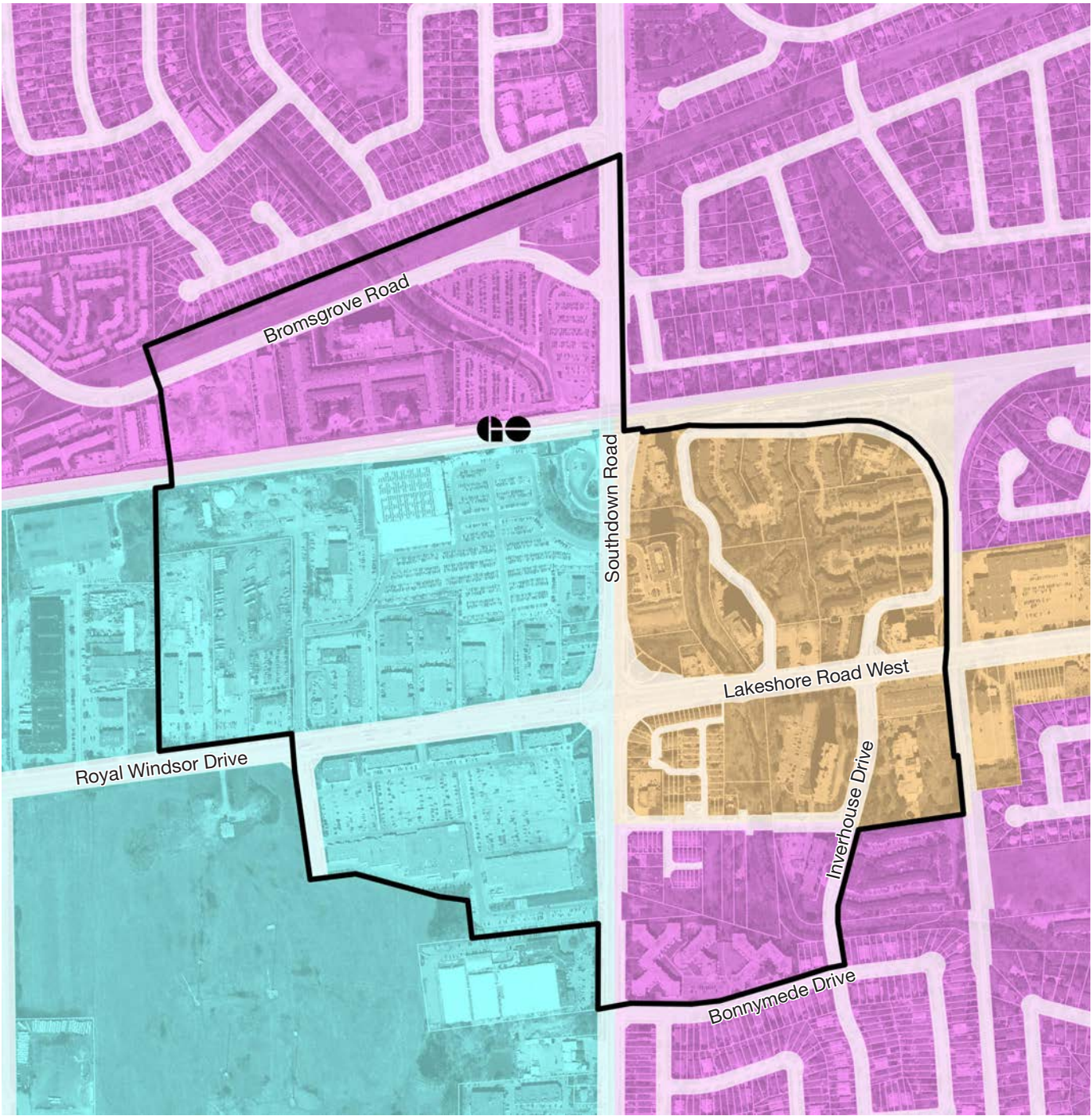
The north side of Lakeshore Road West appears to be fully developed with industrial activities and the Clarkson GO Transit Station facilities. The Walden Circle residential development is almost complete and Clarkson Village incorporates most of the commercial/retail development that we see today. A high-rise building can be seen just north of Lakeshore Road West.

**1997 - 2007**

The Clarkson Crossing commercial centre, the Walden Circle Retirement Community, an 8-storey senior residence, and a second apartment building as part of the Walden Circle residential development close to the intersection of the rail corridor and Southdown Road, are all built.




**2007 - 2018**

This area becomes almost fully built-out and now includes the phase 1 building of the Stonebrook Condominiums building and a 4-storey parking garage appears on the Clarkson GO Transit Station site, on the south side of the rail corridor, where a surface parking lot was previously located. In addition, two townhouse developments have replaced the previous industrial/commercial uses on the north side of the rail corridor.



MAP 4 / KEY CHARACTER AREAS

LEGEND

-  Clarkson MTSA Boundary
-  Clarkson - Lorne Park Neighbourhood
-  Clarkson Village Community Node
-  Southdown Employment Area

1.4 EXISTING CONDITIONS

In addition to the policy and planning context and the historic development context, existing conditions of the physical environment have informed the Clarkson Master Plan. These include: key character areas - refer to Map 4, land uses, built form, community destinations and mobility.

Key Character Areas

Clarkson – Lorne Park Neighbourhood

The residential areas located within and surrounding the Clarkson GO MTSA boundary form part of the Clarkson-Lorne Park Neighbourhood. This residential neighbourhood is characterized by a diversity of housing types, architectural styles, lot fabric and streetscape quality. This area is generally located east and west of Southdown Road, and is characterized by larger single-detached homes on generous lots with tree-lined streets. The area located closer to the historic village of Clarkson tends to have more mature trees and natural areas.

Typical suburban developments may be found throughout the Neighbourhood, along with schools, parks and neighbourhood commercial uses.

Clarkson Village Community Node

Clarkson Village Community Node is considered to be a traditional Village Node that is the focus of activity for the district, with a main street that includes a mix of street related shops, commercial/residential plazas and a traditional shopping centre - the Clarkson Village Shopping Centre which anchors the west end of the commercial strip. A combination of apartments and townhouses have developed at the west end of the Node, in proximity to the Clarkson GO Transit Station. On-street parking as well as parking lots along the street, as part of the strip plaza developments, characterize a significant portion of the main street.

The Clarkson Village Urban Design Guidelines, which implements the Lakeshore Road West - Clarkson Village Study, establishes a vision and long term strategy for the revitalization of Clarkson Village that promotes, maintains and enhances a vibrant and pedestrian friendly 'main street' in

Clarkson Village. The Clarkson Village Study recommends that the 'West Village Gateway', which are the lands on the east side of Southdown Road, in the Clarkson GO MTSA, be considered for greater densities due to its proximity to Clarkson GO Transit Station and high-density developments.

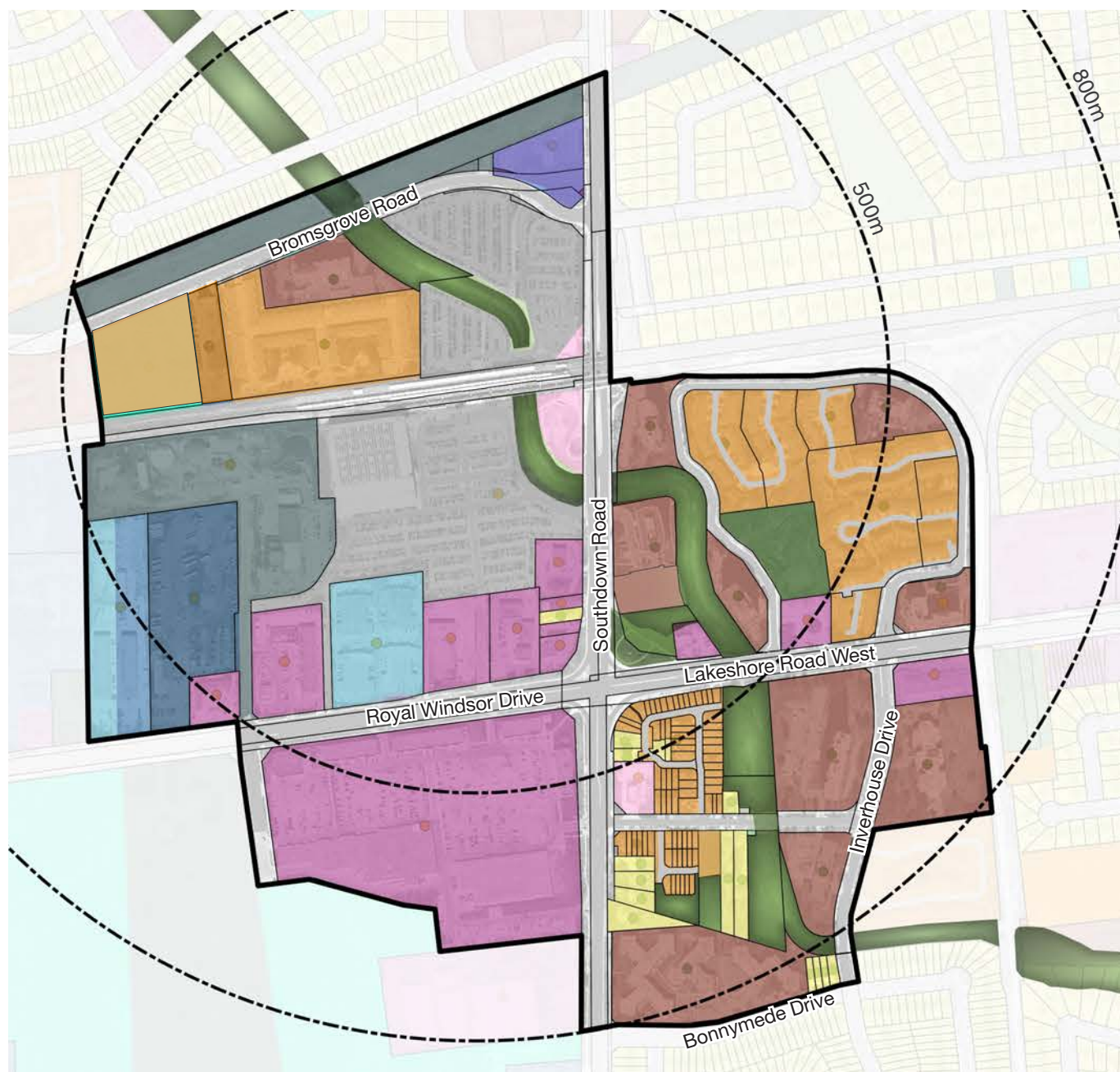
Southdown Employment Area

Within the Clarkson GO MTSA, the lands south of Royal Windsor Drive and west of Southdown Road, form part of the Southdown Employment Area.

The Southdown Employment Area is a large industrial area contiguous to the port, alongside Lake Ontario, and is home to several large-scale industrial users. The Employment Area is accessible by Southdown Road, Lakeshore Road West and Winston Churchill Boulevard.














At just over 725 hectares, Southdown Employment Area constitutes a 17% share of total employment lands citywide. It is the fourth largest among the Employment Areas ("EA") and Corporate Centres ("CC") in Mississauga, following Northeast EA, Meadowvale Business Park CC, and Gateway EA (East). The industrial building stock in Southdown EA is older in character, with lower building heights, and lot coverage that reflect the needs of its heavy industrial users.

It is made up of heavy and light industrial, mixed commercial, and open space uses. The Southdown Employment Area has lower than average rental rates, and higher than average vacancy, with a supply of vacant land. The buildings are older in character, with lower building heights, and very low lot coverage characteristics, that reflect the needs of its heavy industrial users. The Southdown Employment Area is currently surrounded by other industrial, commercial, and vacant lands.



MAP 5 / EXISTING USES

LEGEND

	Clarkson GO MTSA Boundary		General Retail Commercial
	Residential Detached/Semi-Detached		Automotive Service Commercial
	Residential Townhouse		Public/Institutional
	Residential Apartments		GO Station Parking
	Industrial and Commercial Multiples		Utility/Public Work
	Industrial General		Green System
	Industrial Heavy		

Existing Uses

A diverse range of uses are found within the Clarkson GO MTSA, these include:

Residential Uses

Residential uses are mainly located northwest of the Clarkson GO Transit Station lands, and east of the Southdown Road corridor. There are residential developments ranging from low to high-rise buildings, including single-detached houses, apartment buildings and townhouses.

Employment Uses

Employment uses are located along the Royal Windsor Drive corridor within the Southdown Employment Area, which includes heavy to light industrial and commercial developments.

Commercial Uses

Commercial uses are found at the Southdown Road and Royal Windsor Drive intersection, along the Lakeshore Road West corridor that connects to the Clarkson Village and at the Truscott Drive and Southdown Road intersection.

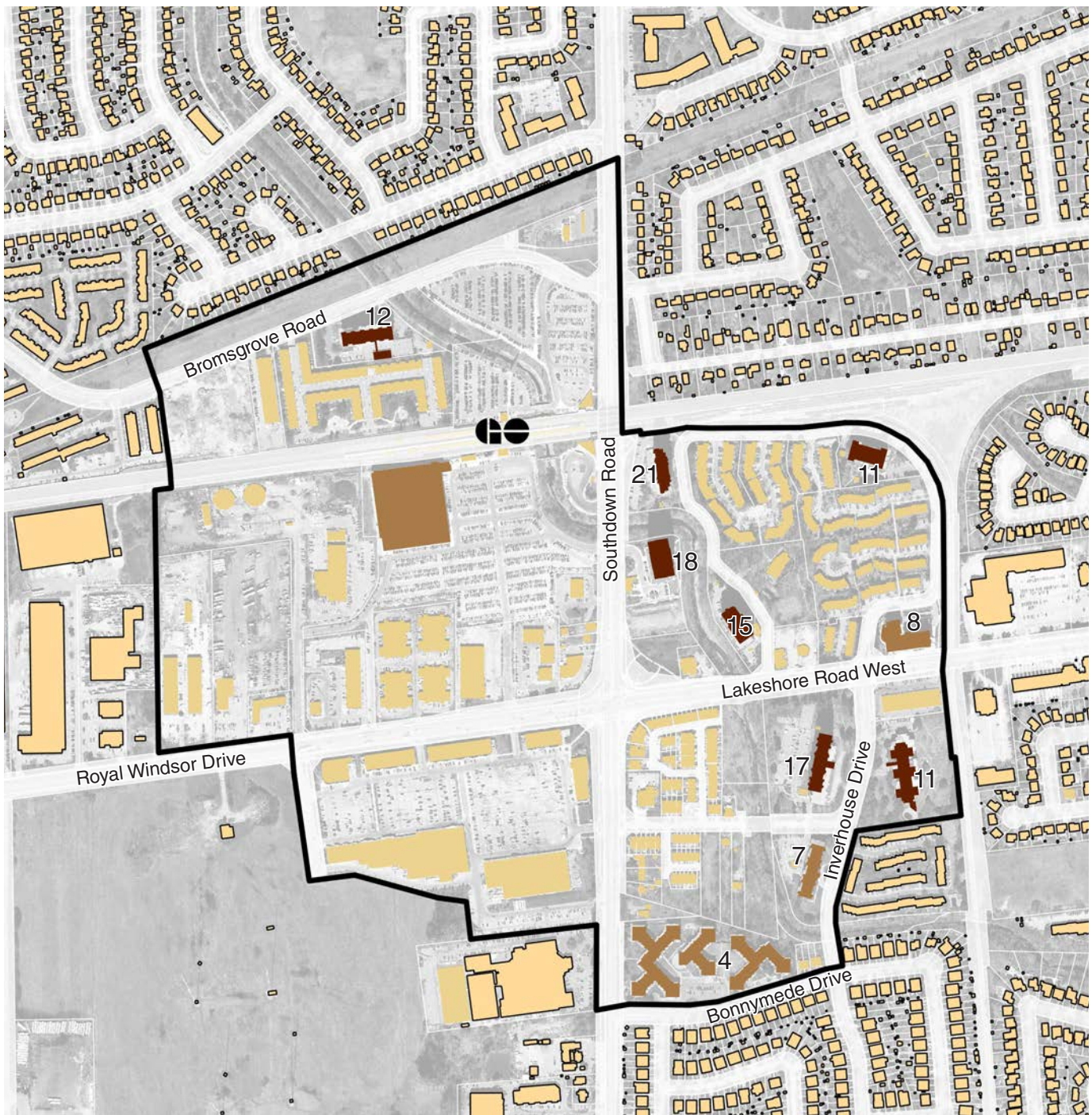
Other Land Uses

Some lots that are designated Utility can be found throughout the Clarkson GO MTSA, such as a Hydro One easement that crosses the Clarkson GO MTSA from east to west.

The property at 1212 Southdown Road is an operating gas station. The property, in its entirety, is designated under Part IV of the Ontario Heritage Act.

Green System

The Green System consists of Sheridan Creek which crosses the Clarkson GO MTSA from northwest to southeast. The creek bisects the parking lot located on the north side of the rail corridor; separates the parking lot located on the south side of the rail corridor from the MiWay bus loop fronting on Southdown Road; and, runs toward the southeast quadrant of the Clarkson GO MTSA. The Green System also includes Twin Spruce Park, which is located at the northeast corner of the Southdown Road and Royal Windsor Drive intersection and a multi-use trail which is located within the utility corridor running along Bromsgrove Road. The Walden Space is a private club that is not accessible to the public and is not shown as a part of the Green System in Mississauga Official Plan.



MAP 6 / EXISTING BUILDING HEIGHTS

LEGEND

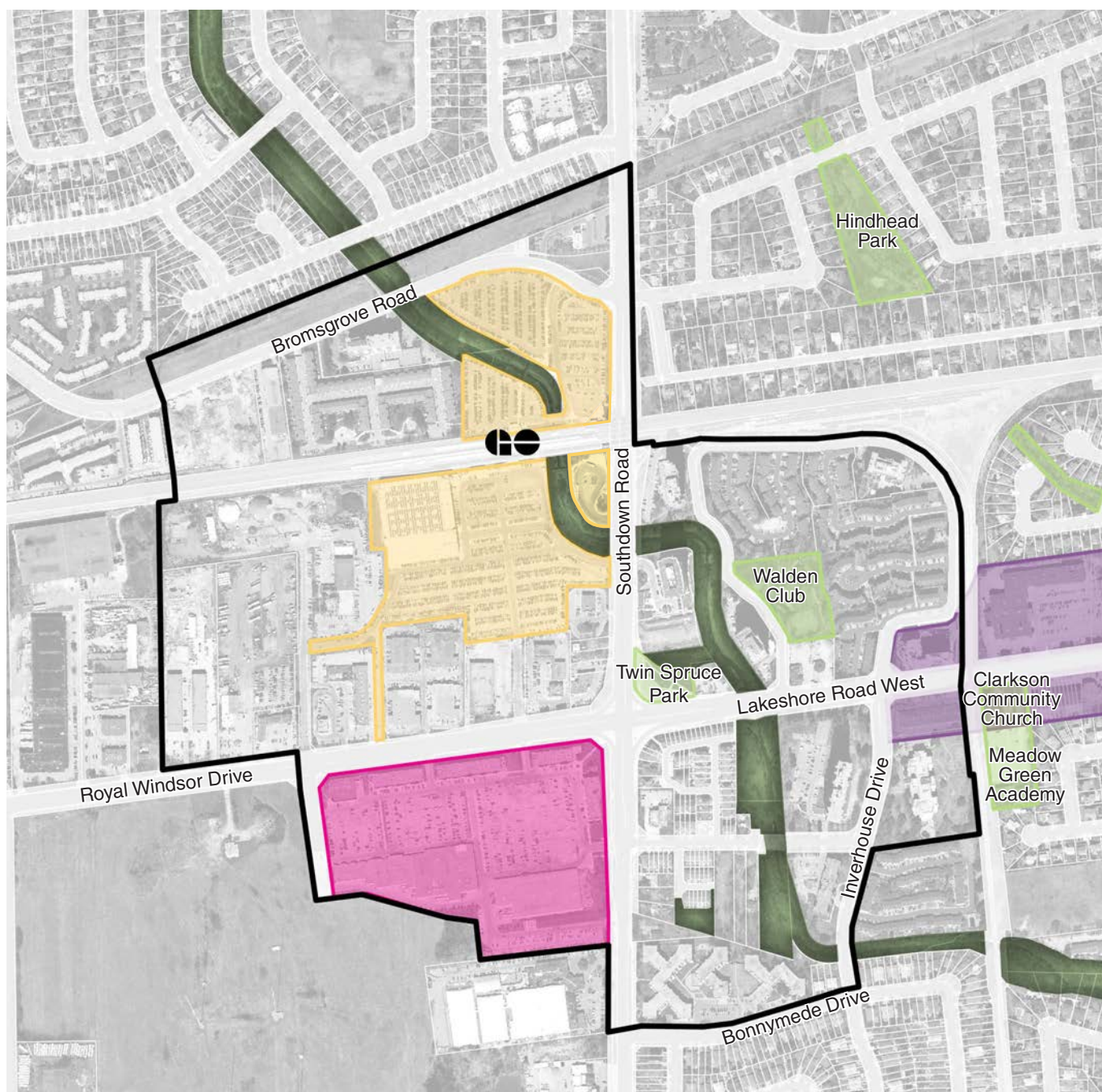
- Clarkson MTSA Boundary
- 1 to 3 storeys
- 4 to 10 storeys
- 11 to 21 storeys

Buildings

As previously identified, the historic development of the area has occurred in waves over the past several decades, and has created a heterogeneous mosaic of neighbourhoods distinguished by post-war single-detached dwellings, pockets of townhouses, and taller apartment buildings that on larger and smaller sites. Generally, the older apartment developments tend to be slab buildings situated as ‘towers in the park’ while more recent developments are on smaller sites with buildings that better relate to the street.

While most of the built form within the Clarkson GO MTSA is characterized by a height of 3 storeys, residential apartment buildings range in height from 7 to 21 storeys. Commercial and industrial buildings are mostly a single-storey. In general, the height of buildings in the Clarkson GO MTSA may be organized into three height categories, including:

- Buildings that are 1 to 3 storeys
- Buildings that are 4 to 10 storeys
- Buildings that are 11 to 21 storeys



MAP 7 / COMMUNITY DESTINATIONS

LEGEND

- Clarkson MTSA Boundary
- Clarkson GO Transit Station
- Clarkson Crossing Shopping Centre
- Clarkson Village Main Street Commercial Area
- Natural System
- Parks and Community/Private Facilities

Community Destinations

Located within the Clarkson GO MTSA are a wide range of community destinations, including the Clarkson GO Transit Station, commercial centres, community facilities and parks and open space, which are important amenities that serve the immediate neighbourhood as well as the broader area.

Clarkson GO Transit Station

The Clarkson GO Transit Station is the focus of the Clarkson GO MTSA, representing the centre of the area and occupying a significant portion of the land area within the Clarkson GO MTSA. The GO Rail Station Access 2023 report, which responds to the Provincial commitment to Regional Express Rail (RER), including increased GO service, forecasts significant increases in ridership along the Lakeshore West Line, including Clarkson GO Transit Station. It identifies a number of station area characteristics that inform recommended improvements for stations, by 2041. For Clarkson GO Transit Station, it is forecasted that the current number of Daily Riders' Home Station and Daily Riders' Destination Station will increase significantly.

A shift in modal split is forecasted with increases in the number of people who walk, bike or take transit to the Station.

An increase in the number of bus bays, bus layovers and bicycle parking will be required to meet the forecasted growth in ridership.

GO Transit service improvements are underway on the Lakeshore West Line that provides service to the Clarkson GO Transit Station. To support these investments, the master plan has considered the potential for transit-supportive, mixed-use development within the Clarkson GO MTSA, while also maintaining the integrity and viability of the broader Southdown Employment Area.

Clarkson Crossing Retail Centre

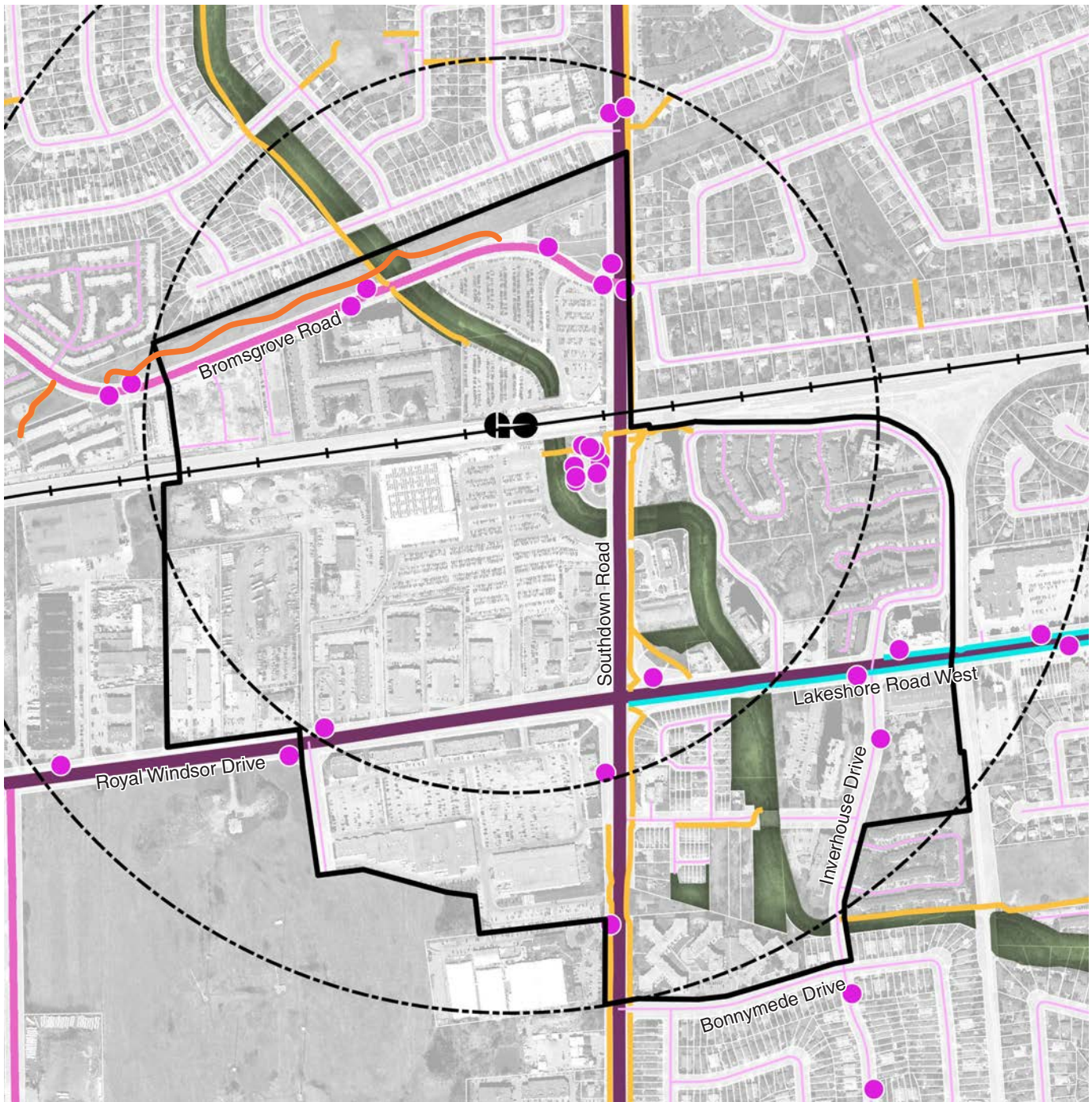
Clarkson Crossing is a large retail centre that occupies the southwest corner of Southdown Road and Royal Windsor Drive. The development consists of several one storey buildings that are both single and multi-tenanted, and are located along the street frontages and toward the back of the site. In total, the buildings provide approximately 200,000 square feet of gross leasable area (GLA), which accounts for 72 percent share of the total GLA, in proximity to Clarkson GO Transit Station. The tenants include Canadian Tire, Metro, LCBO and Shoppers Drug Mart as well as several restaurants and services. A large surface parking lot occupies the centre of the site.

Clarkson Village Retail-Commercial

The Clarkson Village 'main street' is predominantly retail-commercial in character and includes a variety of freestanding and multi-tenanted buildings. Several strip plazas with parking in front and small storefronts located on the ground floor are mixed with residential uses on upper levels. In total, the 56 observed properties provide approximately 270,000 square feet of gross leasable area (GLA).










Natural System

The Clarkson GO MTSA has an extensive Natural System that is partly accessible with trails on the northern portion of the Study Area. Sheridan Creek is a significant feature of this system with varied characteristics - on the north side of the rail corridor it is channelized with limited vegetation and on the south side, it is naturalized with varying corridor widths and plantings.



MAP 8 / MOBILITY

LEGEND

	Clarkson MTSA Boundary		Bus Stop
	Multi-Use Pathway		Arterial Road
	Nine Creeks Trail		Minor Collector Road
	Sharrows (shared route)		Local Road
	Railway		

Parks and Community Facilities

While the parks and community facilities within the Clarkson GO MTSA are limited to Twin Spruce Park and the multi-use trail within the utility corridor along Bromsgrove Road, other facilities that are near the Clarkson GO MTSA are extensive and include:

- North of the Clarkson GO MTSA: Hillside Park (and Public School), Clarkson Park (and Secondary School), Sandgate Park and Meadow Park, Clarkson Community Centre and Library Grounds (and playground), and Clarkson Indoor Pool.
- Northeast of the Clarkson GO MTSA: Forestview Park and Hindhead Park, Whiteoaks Park, Lorne Park Library, Lorne Park Secondary School, White Oak Tennis Club, and Mississauga St. Christopher YMCA.
- In Clarkson Village: Oak Tree Park and Birchwood Park.
- South and Southeast of the Clarkson GO MTSA: Ontario Racquet Club, Lewis Bradley Park, Bradley Museum Grounds, Petro Canada Park, Watersedge Park and Lakeside Park (and Dog Park).

Mobility

The Clarkson GO MTSA incorporates a wide range of movement options for walking, cycling and driving.

Pedestrian Connectivity

The Clarkson MTSA includes lands generally accessible by foot within a 10-minute walk or an 800-metre walking distance from the existing Clarkson GO Transit Station. Minimal pedestrian infrastructure such as sidewalks, pedestrian crossings and ramps connect neighbourhoods with the Clarkson GO Transit Station, as well as commercial and industrial areas. In addition, residential neighbourhoods include some mid-block connections which are occasionally aligned with open space and parks system.

Public Transit

Public Transit in the Clarkson MTSA is provided through bus and commuter train services.

The Clarkson MTSA incorporates bus services provided by MiWay and Oakville Transit, including the following bus routes:

- Route 13: along Southdown Road, Royal Windsor Drive, and Lakeshore Road West.
- Route 14: along Royal Windsor Drive and Southdown Road.
- Route 23: along Lakeshore Road West, Southdown Road, Bromsgrove Road, Southdown Road, and Inverhouse Drive.
- Route 29: along Inverhouse Drive, Lakeshore Road West, Southdown Road, Bromsgrove Road and Southdown Road.
- Route 45: along Southdown Road.
- Route 110: along Southdown Road.
- Route 335: along Southdown Road.

Another important public transportation service in the area is the GO train service which facilitates movement of residents throughout the GTA. In terms of physical infrastructure, the railway corridor acts as an east-west barrier. However, a pedestrian tunnel connects both ends near the existing Station building. GO transit line runs east to west, and a spur line serving employment lands to the south.

Active Transportation

The Clarkson MTSA includes minimal active transportation infrastructure. The main route is a north-south raised multi-use pathway along Southdown Road, which connects to the Waterfront Trail at Orr Road and Southdown Road, and further east through the Sheridan Creek Trail to the Rattray Marsh Conservation Area. In addition, there are the Nine Creeks Trail and multi-use pathways, as well as sharrows along Lakeshore Road West.

Vehicular Circulation

The area incorporates important transportation corridors that are used for car, truck and bus traffic. The main street network includes the north-south arterial Southdown Road, and the east-west arterial Royal Windsor Drive / Lakeshore Road West. Surrounding residential neighbourhoods are connected to the main arterial street system and accessed by vehicle from:

- Major Collector Roads: Truscott Drive, Clarkson Road North.
- Minor Collector Roads: Bromsgrove Road, Avonhead Road, Clarkson Road South, Orr Road.
- Local Roads: Barsuda Drive / Ambridge Court; Wiseman Court / Ludbrook Court; Bromsgrove Road / Balsam Avenue; Walden Circle; Bonnymede Drive; Lushes Avenue / Inverhouse Drive.

Infrastructure / Servicing

A high-level water and wastewater servicing analysis was completed for the initial land use options for the Clarkson MTSA. The Clarkson Master Plan is generally consistent with those options with respect to population. Development should be phased to coordinate with the provision of services and infrastructure.

Although the analysis revealed that both water and wastewater system have capacity constraints, development may be accommodated subject to timing and would require additional pipe and upsizing of existing pipes.

The Region is currently assessing water and wastewater capacity across Peel, taking into account updated population and employment growth projections, that will guide planned infrastructure improvements to 2051, including within the Clarkson MTSA. This work will help determine the timing and delivery of watermain and sanitary sewer improvements needed to accommodate forecasted growth.

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1.5 VISION & GUIDING PRINCIPLES

Vision

The Clarkson Major Transit Station Area will transform into a vibrant, sustainable, complete and mixed-use community where a diversity of buildings and an animated/vibrant and connected public realm offers pedestrians, cyclists, transit users and drivers different ways to access, navigate and experience the area and direct themselves towards the Clarkson GO Transit Station.

Living, working and playing will be supported and enhanced by a range of housing forms, employment opportunities, community facilities and a connected network of parks and open spaces that complements the natural environment.



Guiding Principles



Establish a hierarchy of well-connected and accessible parks and public spaces to support cultural, civic and community life throughout the year.



Create vibrant and animated streets that support community life and all modes of transportation.



Develop a safe and convenient active transportation network that integrates within the existing network and provides connections to neighbourhoods, community destinations and the Clarkson GO Transit Station.



Promote a mix and variety of uses, including a range of housing types, affordable housing and opportunities for retail, commercial, employment and community uses.



Protect and enhance natural features while broadening opportunities for public access, enjoyment, education and stewardship.



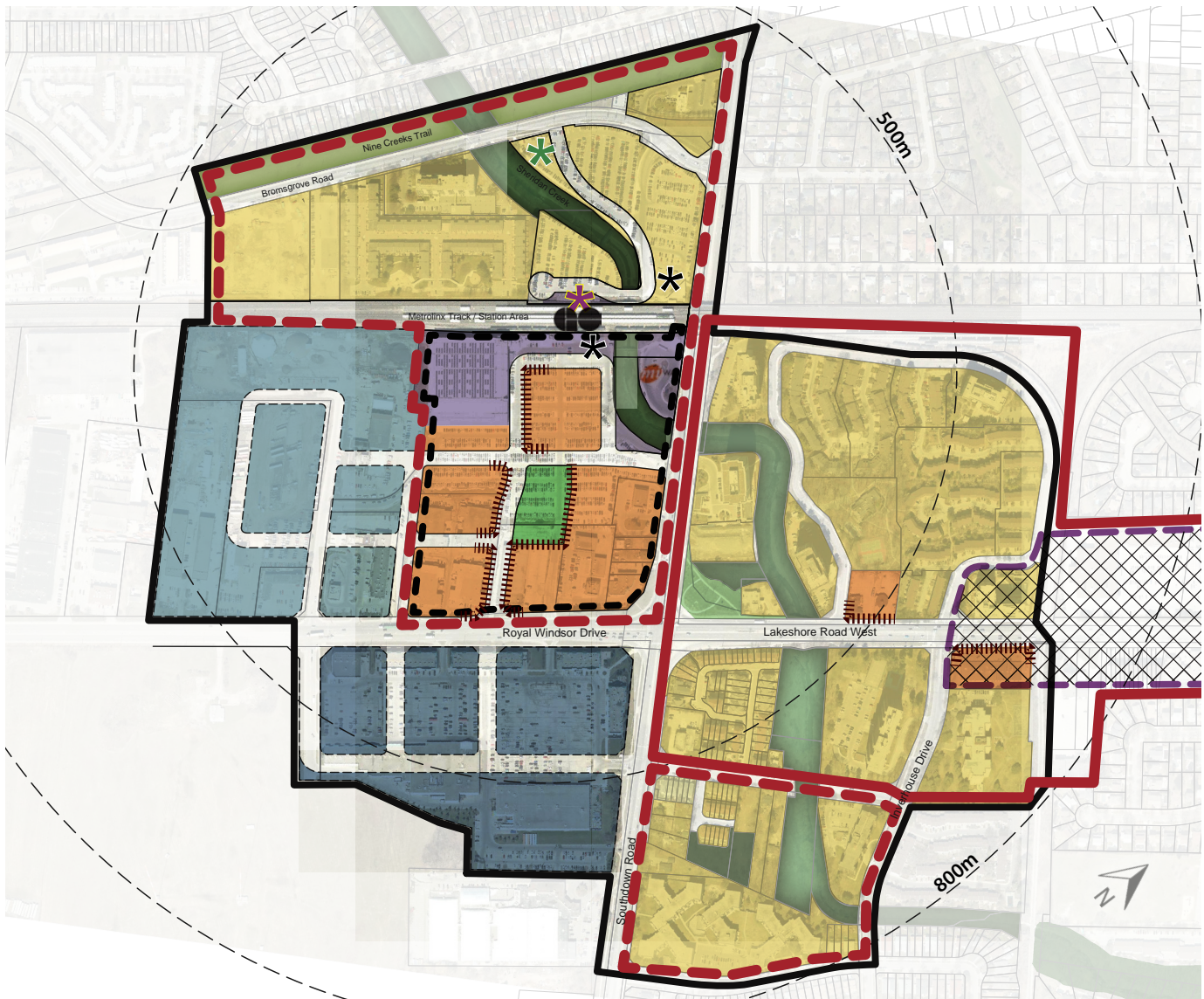
Design high-quality buildings that incorporate green building standards and best practices, that respect and complement the character of Clarkson Village.





2

THE CONCEPT PLAN



MAP 9 - CONCEPT PLAN

LAND AREA

MTSA Total Land Area 82 ha.

POPULATION

Existing (2021 Census) 4,080
New 11,120
Total Population 15,200

EMPLOYMENT

Existing (2022 Mississauga Employment Database) 1,850
New Commercial 560
New Office 380
Minus Existing 90
Total Jobs 2,400

DENSITY

Existing 72 Persons + Jobs per Hectare
Future* 215 Persons + Jobs per Hectare

* Future density assumes full build out of sites identified in the Demonstration Plan (Map 14).

LEGEND

- Clarkson MTSA Boundary
- Residential Area
- Mixed Use Area
- Employment Area - Business
- Employment Area - Commercial
- Transit Facility (GO/MiWay)
- Natural System
- Utility Corridor/ Nine Creeks Trail
- Existing Park
- New Park
- Existing Clarkson Village Community Node
- Proposed Clarkson Village Community Node Boundary Expansion
- Clarkson Village Main Street Commercial Area
- Non-residential Uses At-grade
- Future Park
- Potential Pick-Up / Drop-Off Location
- Potential Station Plaza
- Lands to be Removed from Employment Area
- GO Transit
- Mississauga Transit

2 THE CONCEPT PLAN

2.1 INTRODUCTION TO THE CONCEPT PLAN

The Clarkson MTSA boundaries are identified in the Region's Official Plan.

While one of the goals of the Study is to demonstrate how development may be accommodated within the Clarkson MTSA to achieve a minimum 150 persons and jobs combined per hectare (pj/ha), the other, and perhaps more fundamental goal is to provide a framework for the development of a complete, vibrant, and transit-supportive community.

The development of the Clarkson MTSA is expected to continue beyond the 2051 time horizon established within the Growth Plan, with the potential to exceed the density target of 150 persons and jobs combined per hectare.

To achieve this growth, the Concept Plan identifies a broad mix of uses, a connected street and block pattern, and a parks and open space system that marries the existing and future areas of the Clarkson Master Plan together.

The Concept Plan is supported by a Demonstration Plan (refer to Map 14 - Section 2.8) which illustrates a potential development scenario to achieve and exceed a minimum of 150 combined persons and jobs per hectare.

The development opportunities represented by the Concept Plan must occur in a logical and cost-effective manner. Key factors to consider include:

- The provision of adequate municipal service infrastructure - water, sewer, storm water and transportation facilities – required to accommodate the proposed levels of development in an efficient and cost-effective manner; and,
 - The assurance that any new development, and associated municipal infrastructure and community facilities and public parks are provided and are within the fiscal capabilities of the City of Mississauga.
- Conformity with the policies of the Region and the Province and all of the relevant and applicable planning policies of the Mississauga Official Plan (MOP);
 - The appropriate integration of new development with existing development patterns, resulting in a contiguous, connected and compact urban form;

A Complete Community

The Clarkson Master Plan is intended to promote development that reflects the Vision and Principles established through the community engagement process and to ensure the creation of complete communities. The Growth Plan defines complete communities as those which are:

'well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. Complete communities support quality of life and human health by encouraging the use of active transportation and providing high quality public open space, adequate parkland, opportunities for recreation, and access to local and healthy food. They provide for a balance of jobs and housing in communities across the GGH to reduce the need for long distance commuting. They also support climate change mitigation by increasing the modal share for transit and active transportation and by minimizing land consumption through compact built form.'

The principles of the Master Plan establish the context and direction for the creation of a development pattern that:

- Is pedestrian-oriented and transit-supportive;
- Integrates a balance and diversity of residential, retail, office, employment and public uses; and,
- Promotes transit-supportive densities within proximity to the Clarkson GO Transit Station.

The intent of this Master Plan is to ensure that:

- Built form and land use mix are key determining factors for the types of development permitted. Built form is to be defined by a complex interrelationship of height, setbacks, step backs, density, lot coverage, massing and building articulation. Additionally, land use compatibility with surrounding uses should also be considered.
- The transitions among different building types, heights and land use is a key consideration in determining compatible development. This Plan provides guidance for the use of various planning and design tools to be implemented to ensure land use and development compatibility and appropriate development transitions.
- Development proposals be evaluated based on the capacity of the area to accommodate the anticipated cumulative levels of growth with respect to publicly accessible open space, community facilities and available municipal infrastructure, including the transit and transportation networks. As such, each application for development shall be reviewed within its existing and planned context, and all of the cumulative impacts shall be identified, and comprehensive mitigation techniques implemented. Where cumulative impacts exceed servicing capacity, development may be refused or phased to align with infrastructure improvements.
- Public improvement projects are undertaken within an overall design and implementation program that is consistent with the directions of this Plan.
- A full array of community and cultural facilities, infrastructure and pedestrian / cycling network improvements properly accommodate anticipated growth.

Additionally, the Concept Plan seeks to achieve the following objectives:

- Establish an identity for the Clarkson MTSA as a vibrant, mixed-use and transit-supportive community, with residential, office and retail uses.
- Introduce context appropriate higher density forms of development within a new Station Precinct within walking distance to the Clarkson GO Transit Station, and accommodates a mix of residential, commercial, institutional, entertainment and cultural uses.
- Support the existing retail-commercial environment in Clarkson Village and promote the extension of a 'main street' character in the MTSA.
- Protect the ongoing economic function of the Southdown Employment Area for expanded and various employment generating land uses.
- Ensure that new development is compatible with surrounding industry, and provides an appropriate transition to different land uses.
- Promote a high degree of interconnectivity between and among buildings, and with the Clarkson GO Transit Station and local transit systems. These connections are to be fully accessible and animated spaces.
- Promote the development of a well-designed, pedestrian oriented public realm / active transportation network that links new and existing neighbourhoods to community amenities and the Clarkson GO Transit Station.
- Promote the development of diverse housing types and quality built form that enhances the Public Realm, contributes to a sense of place and appropriately transitions between the various Precincts identified in this Plan.
- Provide new parks in the Clarkson GO MTSA to create opportunity for social interactions with the community, improve quality of life through associated physical and mental health benefits and contribute to environmental sustainability

- Advocate for the creation of a centrally-located community park within the Clarkson GO MTSA to create opportunities for social interaction, community gatherings and for hosting local festivals, markets and community events. As identified in the 2014 Clarkson Village Study and through the public engagement process, residents and the local BIA have expressed the need for a programmable community space, accessible by the public, where the local community events can be hosted. Community parks within Clarkson are to be functional, programmable and equipped with supportive infrastructure including water access and electricity grid tie-ins.

Proposed Changes to Character Area Boundaries

Southdown Employment Area

The Master Plan proposes to remove a portion of the Clarkson GO MTSA lands from the Southdown Employment Area, as shown on Map 15. This would allow for mixed use residential development on the lands west of Southdown Road, north of Royal Windsor Drive, south of Bromsgrove Road and east of the existing Metrolinx parking structure.

The Master Plan recognizes the need to minimize land use compatibility conflicts by separating heavier employment uses and proposed sensitive land uses such as residential. Lands immediately adjacent or in the area influenced by heavier employment uses are proposed to remain in the Southdown Employment Area.

Provincial and Regional Employment Area policies recognize the importance of maintaining adequate separation distances to heavier employment uses to reduce the potential for land use compatibility conflicts. This helps preserve the viability of employment lands for existing and future heavier employment uses. A further review of the Employment Area boundary may be warranted in the future if the makeup of businesses in Southdown significantly changes.

The review should consider changes in the makeup of businesses in Southdown, and the potential for land use compatibility conflicts should additional lands be removed from the Employment Area.

Clarkson Village Community Node

Community Nodes such as Clarkson Village already exhibit many of the desirable characteristics of a complete community – compact, mixed use development, pleasant, walkable streets and a strong sense of place and community identity. Community Nodes provide a high-quality urban environment and are served by frequent transit service.

The Clarkson Master Plan proposes to add lands to the Clarkson Village Community Node. These lands include:

- Properties removed from the Southdown Employment Area; and,
- Properties within the Clarkson-Lorne Park Neighbourhood that are within the Clarkson GO MTSA.

2.2 LAND USES & DENSITY

Mixed-Use Area

A mix of uses is encouraged throughout the MTSA. It is anticipated that Mixed-Use Areas, as shown on Map 9, will accommodate the greatest intensity of uses and scale of development, with the highest density development adjacent to the Clarkson GO Transit Station to create vibrant and active nodes north and south of the rail corridor. Mixed-Use Areas shall contribute significantly to the Pedestrian Realm/Active Transportation Network and include other civic elements such as street trees and boulevards with street furnishings and enhanced character elements, and buildings that promote its identity, character and sense of place.

The areas identified in the Mixed-Use Area shall accommodate the development of an array of uses, including those permitted in the 'Mixed-Use' designation (MOP), which allows for residential uses in conjunction with other permitted uses. Development will be required in certain locations to provide active, at-grade uses to be located on the ground floor of buildings, with front doors / storefronts fronting onto public streets and parks. In other locations, active, at-grade uses are generally encouraged. Parking shall be accommodated in structured parking and preferably below grade.

Notwithstanding the permitted uses within the 'Mixed-Use' Area, proposed development may be subject to the completion of a land use compatibility analysis where appropriate, among other required studies, to the satisfaction of the City.

Within the Mixed-Use Area, new drive-through facilities and automotive-oriented uses (sales, service, gas stations), shall be prohibited. Surface parking lots are discouraged and shall be limited to short term pick-up / drop-off (PUDO) and delivery functions.

In addition to the permitted and prohibited land uses proposed in this Plan, the following land use policies apply:

- Where a building fronts on to the Main Street (identified on Map 11), retail stores, restaurants, personal service uses, hotels, institutional uses, financial institutions, offices, cultural, and recreational and entertainment uses are required at-grade; and,
- Where a building does not front onto the Main Street, retail stores, restaurants, personal service uses, hotels, institutional uses, financial institutions, offices, cultural, and recreational and entertainment uses, as well as residential uses are encouraged at-grade.

Urban Design

- All development in the Mixed-Use Area shall:
 - Enhance and strengthen the identity of the Clarkson MTSA.
 - Have coordinated and consistently high quality built form.
 - Contribute to pedestrian-oriented, animated and vibrant streets and public spaces.
 - Enhance and strengthen pedestrian, cyclist and vehicular connectivity throughout the MTSA, to the Clarkson GO Transit Station and to the surrounding neighbourhoods.
 - Provide opportunities for pedestrian interaction with high quality landscaping and prioritize enhancement of the tree canopy
- Maximum building heights are identified on Map 10. Maximum building heights may only be achieved subject to meeting urban design criteria identified in the City's urban design guidelines, the Clarkson Master Plan, and the City's Official Plan.
- All developments shall have a minimum street wall podium height of 3 to 6 storeys. Variations in podium heights and setbacks will enrich the visual experience and provide a more dynamic streetwall.

- Development will contribute to the creation of a high standard of public and private realm street-scape design that is coordinated and comprehensive and includes public art.
- Buildings shall provide an appropriate degree of street-wall continuity and enclosure to the street while maximizing views into parks and open spaces.
- Buildings shall be oriented to frame and provide animated facades around parks and open spaces.
- Create continuous at-grade retail and service commercial frontages with principal entrances to each unit facing onto the street where non-residential uses are required on the ground floor.
- On streets where non-residential uses are required on the ground floor, provide a minimum of 75 % of the first-floor façade that faces the street with clear and transparent windows and doors.
- On all other streets, provide a minimum of 50 % of the first-floor façade that faces the street with clear and transparent windows and doors.
- Incorporate canopies, awnings and other features that provide comfort, weather protection and pedestrian scale.
- At 'Gateway' locations, as identified on Map 12, buildings shall be designed and sited to enhance the sense of arrival and place, and shall be designed in combination with enhanced landscape and public realm elements including public art and signage.
- At 'Landmark' locations, as identified on Map 12, in addition to promoting design excellence, buildings shall be designed and sited to form visible, distinct and identifiable elements in the urban fabric and integrate public art and signage in the development.
- All redevelopment shall consider coordination with surrounding sites with respect to the sharing of parking, loading and servicing areas. All loading and servicing areas shall be screened from view from the Pedestrian Realm/Active Transportation Network, and preferably be located below grade.

Southdown Employment Area

Employment uses are encouraged throughout the MTSA. Within the Clarkson MTSA, the Employment Area should have a mix of employment generating land uses and contribute to the Pedestrian Realm/Active Transportation Network.

Lands within Southdown Employment will permit uses identified in the 'Business Employment' and the City's proposed 'Commercial Employment' designations. Development forms shall encourage office uses in Gateway locations, as identified on Map 12. Parking is encouraged to be accommodated in structured parking and preferably below grade. Where surface parking is provided, it shall be located internal to the site and at the rear of the building.

In the Employment Area, the following uses shall continue to be permitted:

- Offices
- Financial institutions
- Research and development facilities
- Commercial schools
- Retail stores, restaurants, and personal service uses
- Hotels
- Conference/convention centres
- Banquet facilities
- Cultural, recreational and entertainment uses

Urban Design

- All development in the Employment Area shall:
 - Enhance and strengthen the identity of the Clarkson MTSA.
 - Have coordinated and consistently high quality built form.
 - Contribute to pedestrian-oriented, animated and vibrant streets and public spaces.
 - Enhance and strengthen pedestrian, cyclist and vehicular connectivity throughout the Clarkson MTSA, to the Clarkson GO Transit Station and to the surrounding neighbourhoods.
- Redevelopment will include buildings that define the street edge and/or frame public space, with minimal front-yard and exterior side yard setbacks. Associated site design shall enhance the Pedestrian Realm/Active Transportation Network.
- All permitted uses, with the exception of any parking facility, shall be carried out entirely within wholly enclosed buildings. Any permitted loading or parking facilities shall be screened from view from adjacent public streets.
- At 'Gateway' locations, as identified on Map 12, buildings shall be designed and sited to enhance the sense of arrival and place, and shall be designed in combination with enhanced landscape and public realm elements.
- At 'Landmark' locations, as identified on Map 12, in addition to promoting design excellence, buildings shall be designed and sited to form visible, distinct and identifiable elements in the urban fabric.
- All redevelopment shall consider coordination with surrounding sites with respect to the sharing of parking, loading and servicing areas. All loading and servicing areas shall be screened from view from the Pedestrian Realm/Active Transportation Network, and preferably be located below grade.
- For larger developments with multiple blocks/buildings:
 - Establish a minimum streetwall of 50 to 80% of the site's frontage along public streets.
 - Arrange buildings to create comfortable and protected pedestrian-scaled spaces and permeable and connected internal layout.
 - Provide adequate separation between buildings based on their height.
 - Where possible, provide access to parking and service areas through the creation of a shared laneway system, coordinated across multiple sites or through redevelopment.
 - Minimize interruptions to the sidewalk and potential conflict between vehicles, cyclists, and pedestrians.
 - Avoid locating parking areas between the street/sidewalk and the building; if required, minimize parking in these locations to a maximum of 50% of the street frontage.
 - Avoid large areas of surface parking; instead, these should be dispersed throughout the site.
 - Locate service/loading areas and surface parking at the rear or side of buildings, away and fully screened from public view.
 - Provide a safe, clear and accessible site circulation system for pedestrians, cyclists and vehicles.
 - Design above-grade parking structures to be integrated with and/or located behind principal buildings and not facing public streets.
 - Site landscaping should be coordinated with the public realm with maximum opportunities for on site greening to support and enhance ecological function, stormwater management, bio-diversity and the urban forest.

Clarkson Village Community Node (West Gateway Precinct)

The Clarkson Village Study, 2010 provides a number of recommendations for the development of the Clarkson Village Node, which were adopted in the City's Official Plan policies and urban design guidelines. It envisions Clarkson Village to transition into a pedestrian friendly and transit supportive community full of activity places, gathering spaces, with a main street atmosphere, amidst new, contemporary, mixed-use development that pays tribute to the Village's heritage and character.

This Plan supports the vision for the Clarkson Village Node including the continued development of the Historic Village Area as a vibrant retail-commercial main street. The Clarkson Master Plan identifies a portion of the West Gateway Area as part of the Clarkson MTSA Mixed-Use Area (Refer to Figure 13 - Clarkson Village Community Node Precincts). As such, the West Gateway Area is anticipated to accommodate a mix of uses and be developed as follows:

- New development will maintain the existing height transition with the highest built form at the west end, closest to the Clarkson GO Transit Station, and lowest building heights at the east end, adjacent to the CN Rail overpass and the Historic Village Area.
- Mixed-use buildings will be located close to the street to ensure a pedestrian oriented environment.
- Mississauga will encourage a symbolic gateway feature on Lakeshore Road West, east of Southdown Road to define the entry and exit from Clarkson Village Community Node.

In addition to drive-through facilities, automotive-related uses of any kind (sales, service, gas stations), shall not be permitted.

Urban Design

Building Heights are identified on Map 10 and reflect OP Map 14-2.1: Precinct Areas – Clarkson Village Community Node.

Urban Design for the West Gateway Area shall be in accordance with the Official Plan, Clarkson Village Urban Design Policies.

Residential Area

This Plan recognizes that Residential Areas are expected to see change over time based on their existing land use designation and built form context. Within this Area, there are sites that would support a denser development in the form of taller buildings, particularly to the north of the railway on lands that currently serve as surface parking for the Clarkson GO Transit Station.

Where redevelopment does occur, it will be appropriately designed, and will be compatible with existing development in the vicinity. Assessment of compatibility will consider a number of aspects including height, massing, character, materials and architectural detailing as well as the surrounding context.

Uses in this Area should permit a range of residential building types, including townhouses, mid-rise and high-rise buildings and additional residential units.

Residential Areas may contain retail, services and amenities in the base of new buildings to serve the surrounding residential area.

Urban Design

Building Heights are identified on Map 10.





All redevelopment must be sensitive, gradual and generally 'fit' the existing physical character and development pattern of the Area where it is located, in particular:

- The patterns of streets, blocks and lanes, parks and public building sites;
- The size and configuration of lots including variations of lot depth;
- The heights, massing, scale and dwelling type of adjacent residential properties;
- The prevailing patterns of rear and side yard setbacks and landscaped open space;
- The continuation of special landscape or built form features that contribute to the unique physical character of the community; and,
- The prohibition of garages that project beyond the primary building façade, or are located fully or partially below grade.



MAP 10 - BUILDING HEIGHT DISTRIBUTION

LEGEND

-  Clarkson MTSA Boundary
-  Employment Area - Min. 2 storeys or 11m
-  GO Transit
-  Mississauga Transit

* Numbers on map show minimum and maximum heights in storeys per block/area

2.3 HEIGHT DISTRIBUTION

As part of the process to develop this Plan, earlier explorations of built form illustrated three different concepts for distribution of building height to achieve the same resulting density. These options included:

- Focusing the tallest buildings around the Clarkson GO Transit Station, transitioning to lower buildings away from the station;
- Focusing the tallest buildings around the intersection of Southdown Road and Royal Windsor Drive, transition to lower buildings away from the intersection; and,
- Evenly distributing mid-rise buildings throughout the MTSA.

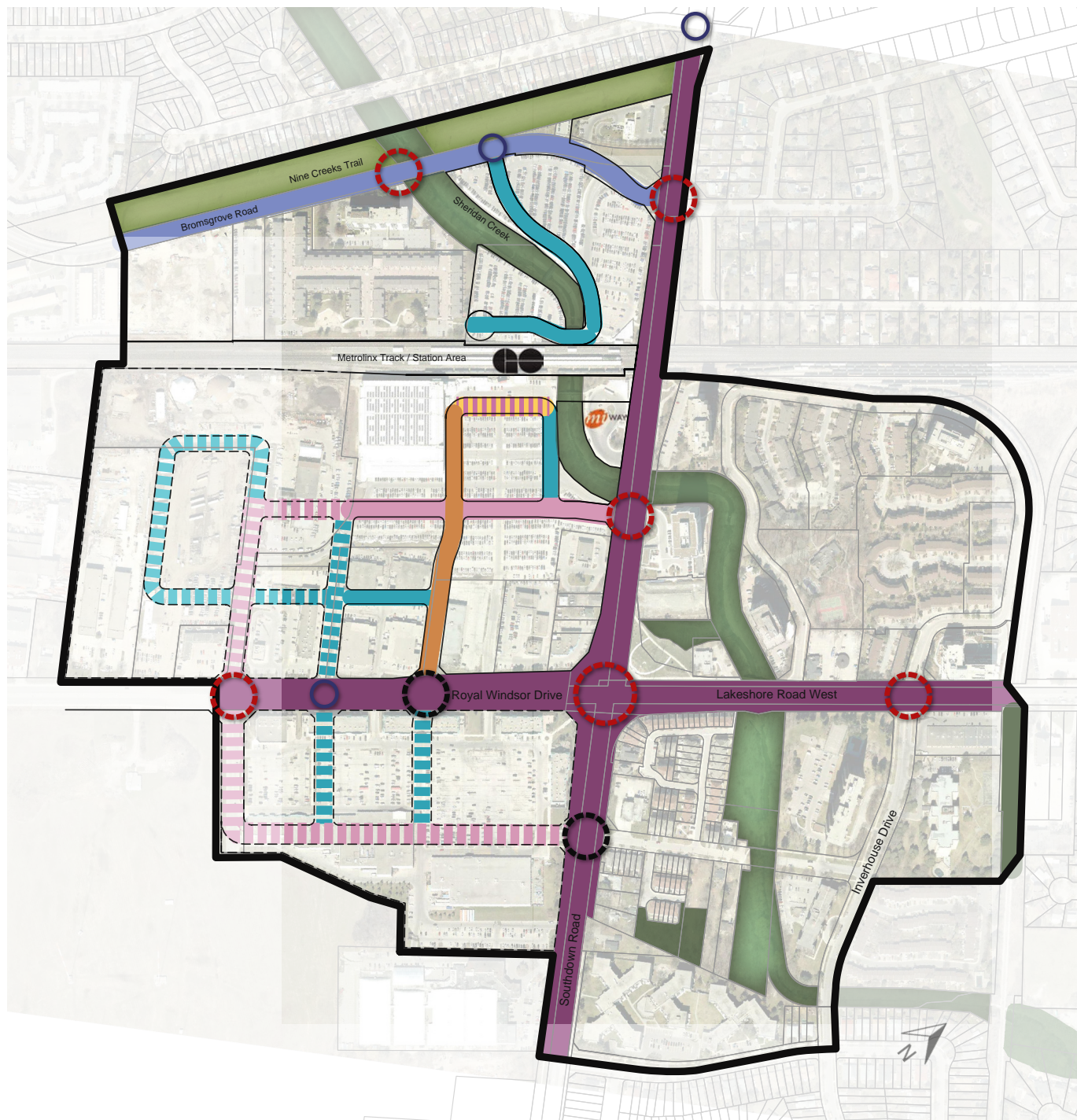
Elements of each of these scenarios have been combined to provide a balanced approach to height distribution.

With respect to building height, the Clarkson Master Plan reflects the City Structure Hierarchy which focuses the greatest density and tallest buildings in the City Centre.

As such, the built form and height distribution for this Plan is based on:








- Identifying minimum and maximum building heights.
- Focusing the greatest density and tallest buildings north and south of the Clarkson GO Transit Station / rail corridor west of Southdown Road.
- Recognizing existing tall buildings on the east side of Southdown.
- Transition to lower building heights in the West Gateway Precinct and Southdown Employment Area.
- Recognizing that building heights shall be subject to achieving urban design criteria / tests to ensure appropriate transition and tower separation distances, as well as minimizing shadow impacts on public streets and spaces (these principles/criteria are described and demonstrated in Section 3.1 Block/Site Design).






The City's Official Plan contains general MTSA policies with respect to building heights. The policies allow for increases in building heights subject to meeting criteria on vision, land uses, compatibility, urban design and infrastructure capacity.



MAP 11 - STREETS

LEGEND

-  Clarkson MTSA Boundary
-  Arterial Street
-  Proposed Collector Street
-  Existing Collector Street
-  Proposed Main Street
-  Proposed Local Street
-  Proposed Station Street

-  Street for Future Consideration *
-  Existing Signalized Intersection
-  New Signalized Intersection
-  Enhanced Intersection
-  GO Transit
-  Mississauga Transit

* Streets for future consideration are identified should lands in the Employment Areas redevelop to other uses

2.4 STREET NETWORK

The street and block pattern is intended to facilitate a highly connected and permeable community that is pedestrian-scaled, walkable and creates compact development blocks. As such, the streets in the Clarkson MTSA shall be designed based on a complete streets approach, having balanced consideration for the form, character and function of the right-of-way and the adjacent built form (refer to Section 2.5 Streetscape Design).

The Street Network will be a connected grid system of streets that create a fine-grained urban fabric, resulting in pedestrian-scaled development blocks that can accommodate a diversity of built form types and site layouts (refer to Map 11). The grid pattern of streets provide multiple east-west and north-south connections throughout the MTSA, as well as multiple connections to the surrounding roads, including a direct connection to Clarkson Village.

To provide enhanced connectivity within the Clarkson MTSA and with the surrounding community, the Street Network includes these key elements:

- A main east-west road that connects Southdown Road, at the existing Metrolinx driveway access south of Sheridan Creek, to the Employment Area at the west end of the MTSA.
- A main north-south road that connects Royal Windsor Drive to the Clarkson GO Transit Station. This road is envisioned to be the active Main Street for the MTSA area, lined on both sides with retail-commercial uses at grade and designed as a pedestrian-oriented environment with amended boulevards.

- Single-loaded roads on the north and south sides of the rail corridor that provide the opportunity for future development of bus bays, PUDOs, ride share and short term parking areas, all of which are intended to enhance the accessibility and function of the Clarkson GO Transit Station.
- Wider sidewalks along Main Street and streets adjacent to the Clarkson GO Transit Station;
- New off road pedestrian (trail) connections, including the extension of Nine Creeks Trail to Southdown Road;
- New intersections connected to the arterial road network, including a potential controlled intersection at Wiseman Court to facilitate safe connection of the Nine Creeks Trail; and,
- Multi-use paths and/or separate bike facilities on Royal Windsor Drive, Southdown Road, and the new Main Street.

This enhanced network will lead to improved access to the Clarkson GO Transit Station area, and will accommodate all road users to travel within the Clarkson Master Plan area and to connect to the surrounding community.

2.5 STREETSCAPE DESIGN

Streets (identified on Map 11) are key components of the Public Realm in the Clarkson MTSA and, in combination with Parks and Connections (identified on Map 13), have a vital role in defining the character of the community and enhancing the function of the community.

The City of Mississauga Complete Streets Guide provides direction for the planning, design and maintenance of new and existing streets in the City.

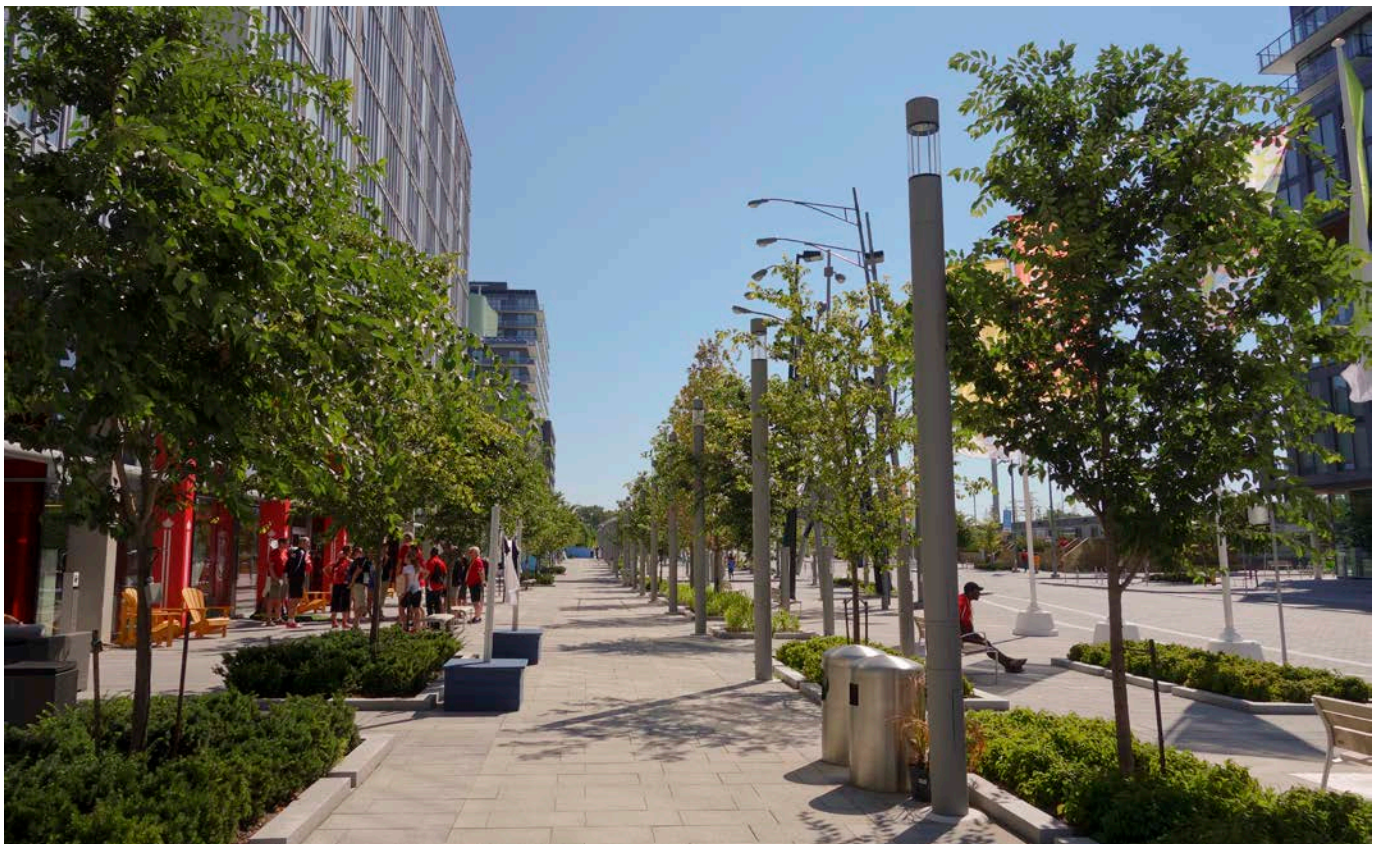
Complete street design aims to create a pedestrian realm that is vibrant and accessible for all, with enhanced place-making and improved safety. The pedestrian realm is typically located in the area between the face of the building or property line to curb edge, also known as the boulevard. Streets should be designed with consideration for:

1. How built form interfaces with the street to animate the street environment and frame this public space, including: setbacks, podium height, building stepbacks, windows, entrances and street-level uses

2. The width and function of the street and the relative scale and massing of buildings
3. The arrangement and design of street elements within the right-of-way contribute to creating engaging, safe and visually appealing streets, including: street trees, street lights, planters, seating, public art, and paving.

The Concept Plan proposes the following streets and/or street conditions:

- Arterial Streets
- Proposed Collector Streets
- Existing Collector Street (Bromsgrove Road)
- Main Street
- Local Streets
- Station Street



All Streetscape Types and Enhanced Intersections

The following directions apply to all of the various Streetscape Types and Enhanced Intersections:

- They will be safe, accessible, secure and shall implement the relevant policies of the Accessibility for Ontarians with Disabilities Act;
- They shall create defined and continuous zones for planting, street furnishings, utilities and pedestrian, cyclist and vehicular traffic, including transit;
- Street furnishings, plantings, materials, and techniques must be consistent in style and spacing and be of the highest quality. Pattern and repetition are essential to imprint a recognizable sense of identity;
- Street trees shall be added, acknowledging that due to the location of underground services and restrictive right of ways, not all streetscapes can accommodate them. Where trees are not possible, opportunities for public art, planters, banners, awnings and other amenities shall be explored.
- All streets within the Clarkson MTSA are to be considered Green Streets. Green Streets are defined by their attractive, tree-lined open space character, and by their emphasis on environmental quality. Green Street design places an emphasis on creating comfortable and convenient facilities for pedestrians and cyclists. Green Streets:
 - Are to be designed using sustainable infrastructure innovations;
 - Incorporate pathways and sidewalk space for cyclists and pedestrians; and,
 - Create opportunities for environmental cover, such as shrubs, ground cover, and other plants in addition to street trees to enhance the Pedestrian Realm/Active Transportation Network.



Arterial Streets

The following directions apply to Arterial Streets:

- Along Arterial Streets, the built form shall engage with both the vehicular and pedestrian traffic. Display windows, transparency to the second floor level, and appropriately scaled signage, all provide a pedestrian oriented environment. Moreover, significant amounts of transparency and canopy coverings support the pedestrian experience.

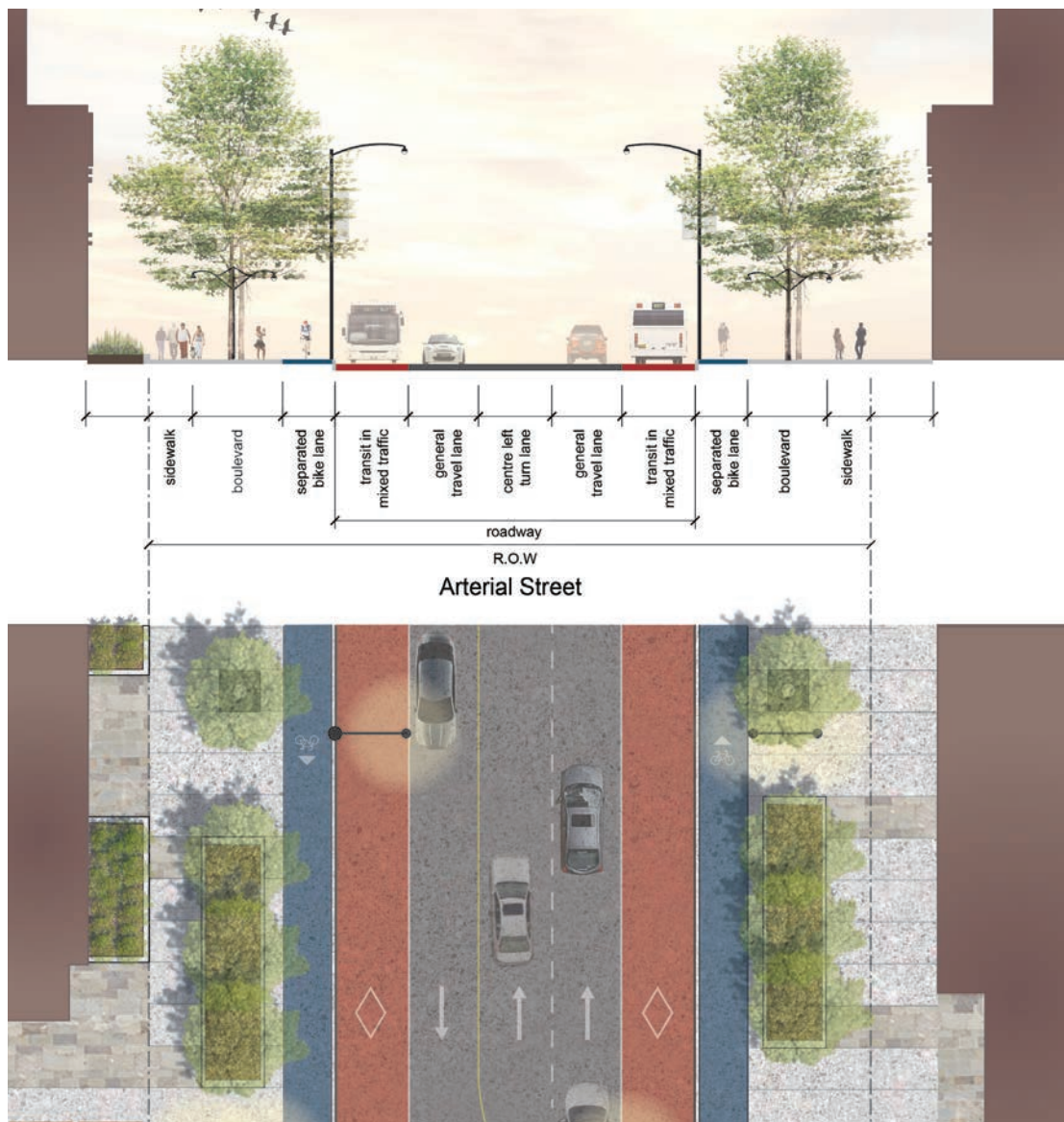


FIGURE 1- ARTERIAL STREET

Proposed Collector Streets

The following directions apply to Proposed Collector Streets:

- On Collector Streets a positive pedestrian experience will rely on the effectiveness of the streetscaping treatment including trees, shrubs and groundcover containing a variety of planting species, sizes, colours and textures. The built form shall incorporate landscaping treatment to enliven otherwise neutral building edges.
- Surface parking areas and loading areas are discouraged from being located along these streets.



FIGURE 2 - COLLECTOR STREET

Existing Collector Street (Bromsgrove Road)

The following directions apply to Bromsgrove Road:

- Built form shall provide pedestrian-scaled frontage with an extended sidewalk and street furniture;
- The Hydro Corridor alongside the Collector Street shall incorporate a multi-use trail framed with appropriate vegetation, lighting and seating; and,
- Where appropriate, utilities directly adjacent to the Collector Street shall be buried to provide for a more extensive tree canopy and public amenities.

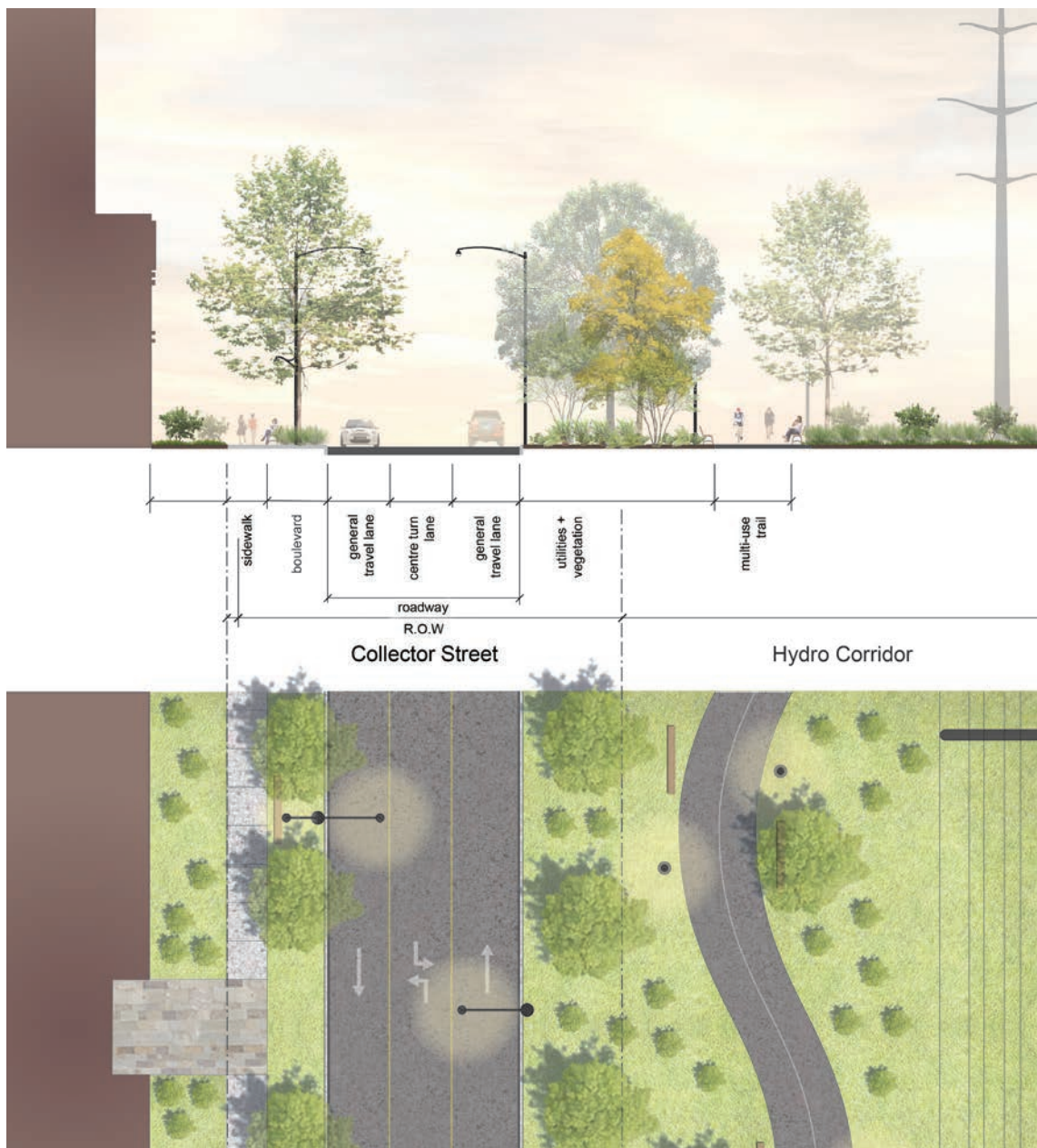


FIGURE 3 - COLLECTOR STREET - BROMSGROVE ROAD FUTURE CONDITION

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Proposed Main Street

Main Street in the Clarkson MTSA is envisioned as a vibrant, mixed use street with shops, services and amenities at-grade, and a pedestrian and cycling-oriented streetscape.

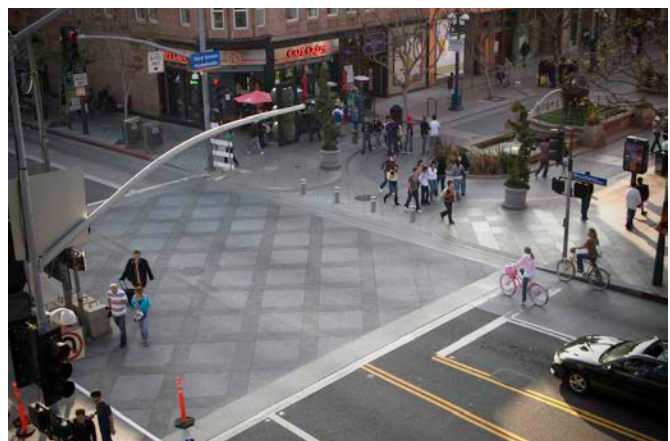
A mix of commercial unit sizes is recommended to accommodate small, mid-sized, and potentially larger retailers.

Main Street will have a 22 to 23 metre ROW to accommodate wider sidewalks of 2.5m, 2.0m landscape strips, and 1.8m cycle tracks or bike lanes, on both sides. Additionally, an on-street parking lane will also be accommodated on one side of the road. There will be one lane per direction for vehicular traffic.

Buildings located along Main Street are encouraged to incorporate highly articulated and animated elevations, including substantial glazing at the street level, as well as awnings and canopies, to provide comfort and interest for pedestrians. Retail, service commercial, and restaurant frontages, in a range of sizes and widths, are required on these streets and should inform the elevation articulation. Signage and lighting should be appropriately scaled to the pedestrian.

Streetscape elements and furnishings, which should be coordinated throughout the MTSA area, should include ample opportunities for pedestrian seating, gathering and spill out space (within set-backs) for patios and cafés.

The development of Main Street may occur in phases as development proceeds. An interim condition for Main Street has been identified (see Appendix 5.1) that secures a 17.5m right-of-way width.



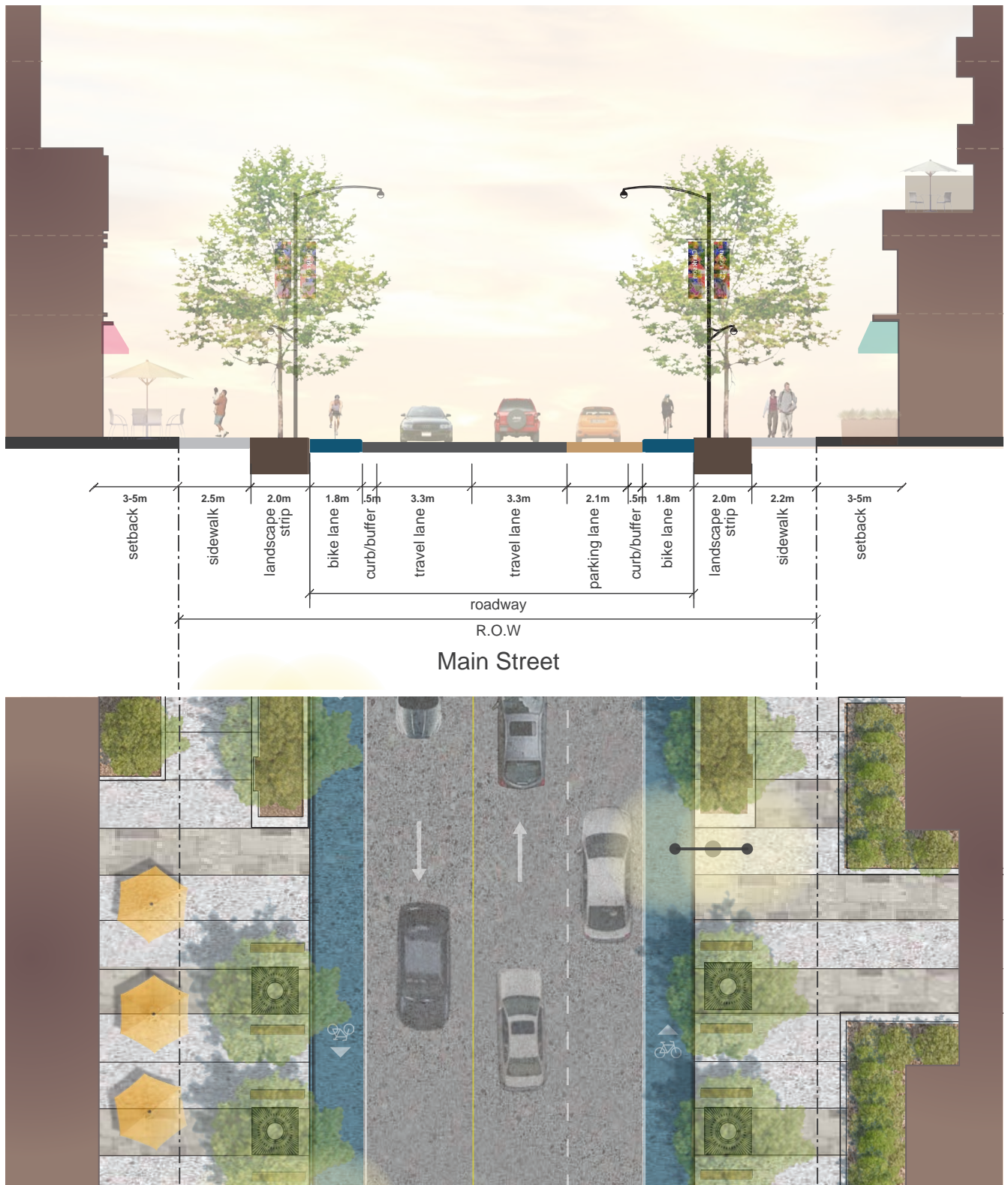


FIGURE 4 - MAIN STREET

Proposed Local Streets

Local Streets are envisioned to be primarily residential in character. Residential uses located at the base (podium) of buildings are encouraged to have front doors, windows, and landscaped areas facing the street. While animating the street is important, it is equally important to ensure that appropriate separation and screening be provided as a transition between private and public areas. This may be effectively achieved through a combination of built form and landscape elements such as steps, low walls, planters, low fencing, plantings and screens.

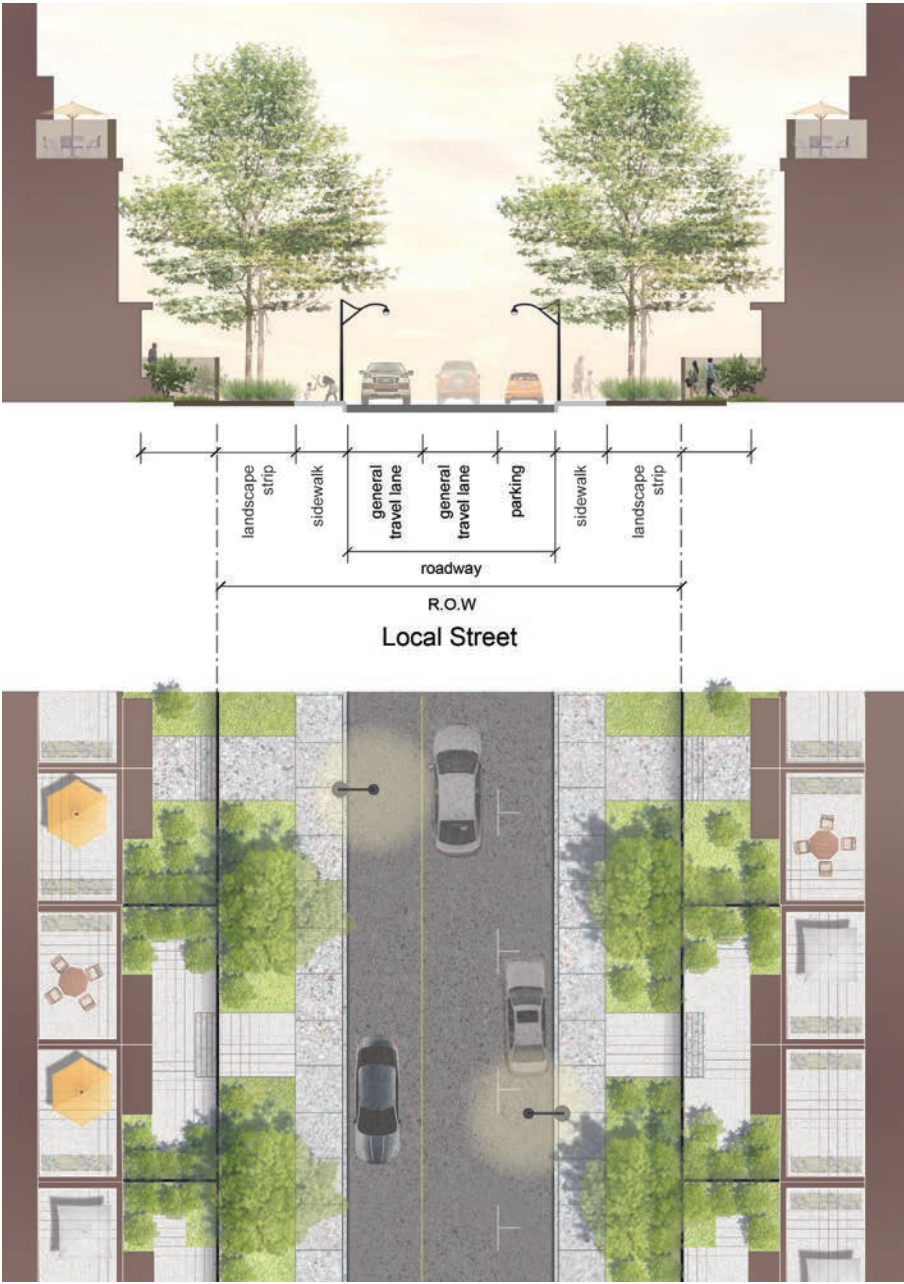
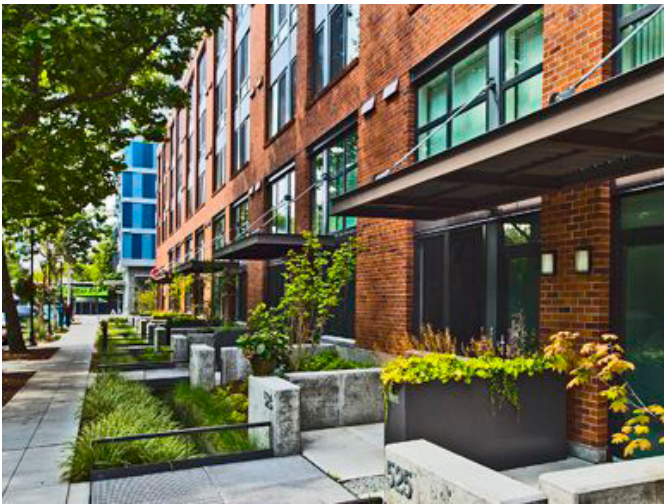


FIGURE 5 - LOCAL STREET

Proposed Station Street

Station Street is envisioned to be a single-loaded road running alongside the train rail corridor, to support the function of the Clarkson GO Transit Station while creating an animated, pedestrian-oriented public realm environment within the community. These principles also apply to the street along the north side of the track corridor.

The following directions apply to Station Street:

- Clarkson GO Transit Station facilities shall be located alongside the length of the street, including short term lay-by parking, PUDO facilities and other ride-share facilities.
- Multiple safe and convenient access points shall be provided to access the length of the platform.
- Streetscape elements such as paving, planters, seating, lighting, bike racks, bollards, waste receptacles shall be provided, arranged, located and designed to enhance the pedestrian environment.
- Buildings shall be oriented with active street level uses fronting onto Station Street.

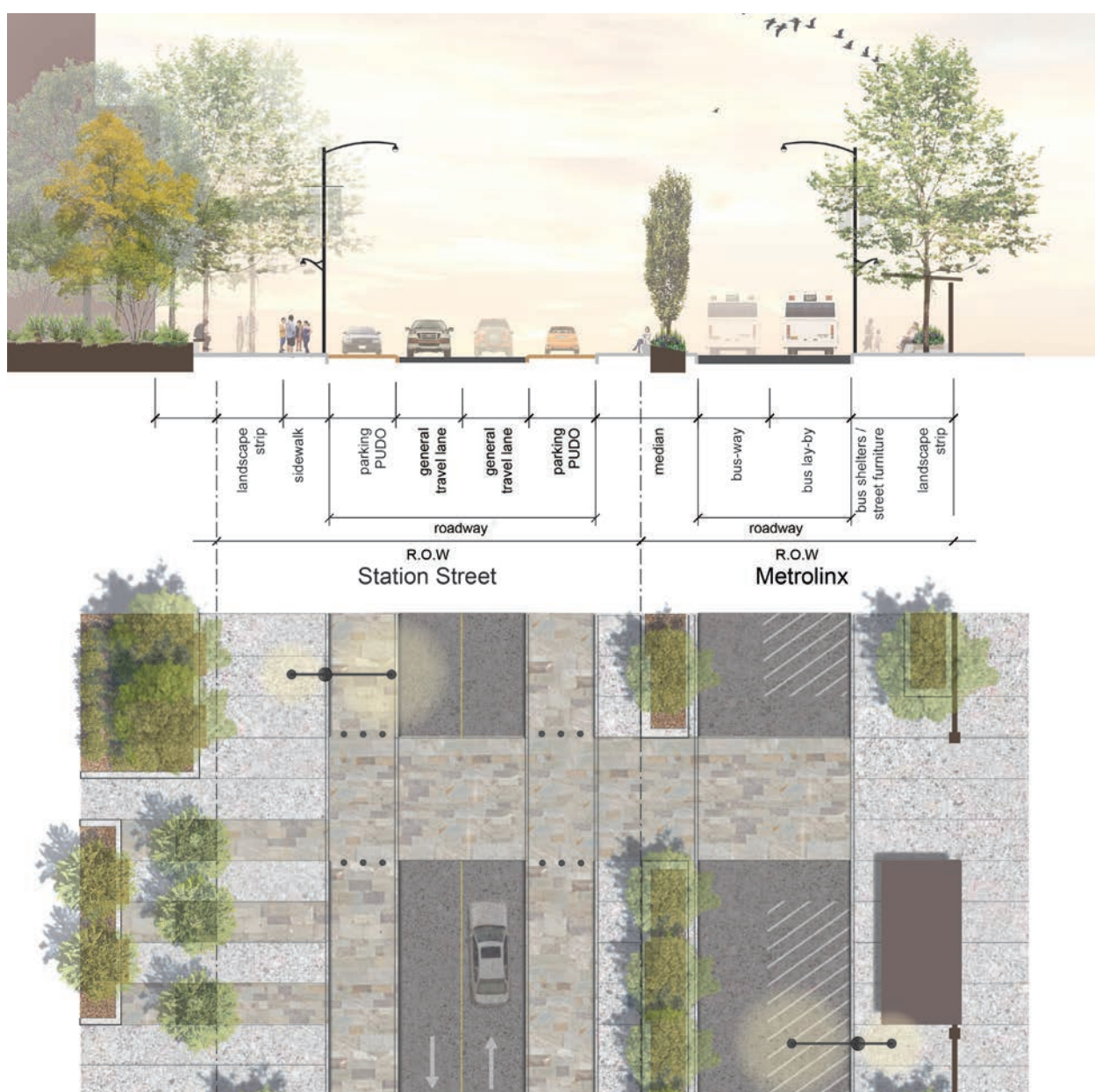








FIGURE 6 - STATION STREET



MAP 12 - GATEWAYS, LANDMARKS AND DESTINATIONS

LEGEND

- | | | | |
|---|------------------------|---|----------------------------|
|  | Clarkson MTSA Boundary |  | Opportunity for Public Art |
|  | Gateway |  | GO Transit |
|  | Landmark |  | Mississauga Transit |
|  | Destination | | |

2.6 GATEWAYS, LANDMARKS & DESTINATIONS

Map 12 identifies Gateways, Landmarks and Destinations within the Clarkson MTSA that are key components of the Public Realm/Active Transportation Network. Collectively, they enhance wayfinding and contribute to place-making.

Gateway

Gateways are prominent locations within the community which announce the main entrances to the Clarkson MTSA. The locations of the proposed Gateways coincide with main road intersections which are anticipated to be signalized. These locations provide the opportunity for a number of built form and public realm elements to be organized, designed and articulated to enhance the sense of arrival and sense of place. This should include landmark buildings that address the corner condition in combination with wayfinding elements, landscape features, enhanced plantings, public art and pedestrian amenities.

Design in these locations requires careful coordination of elements, in order to balance the needs of pedestrians, cyclists, vehicles, freight and transit within the available right-of-way. Wherever possible, turning radii shall be minimized, pedestrian crossings and bicycle lanes clearly identified, and clear sight lines protected.

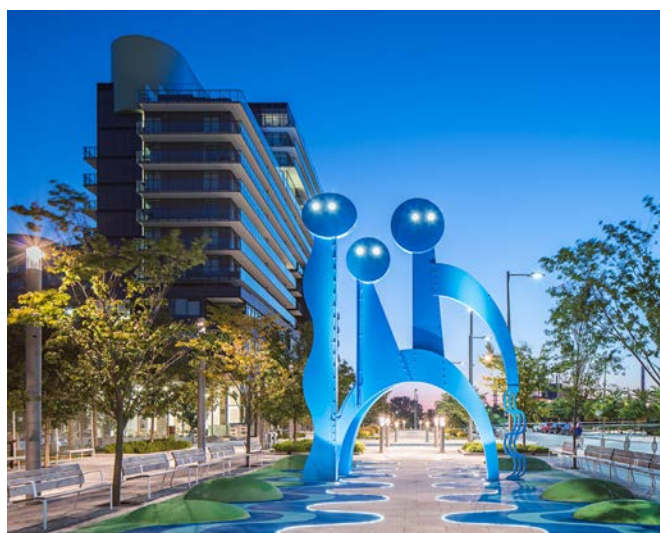
Landmark

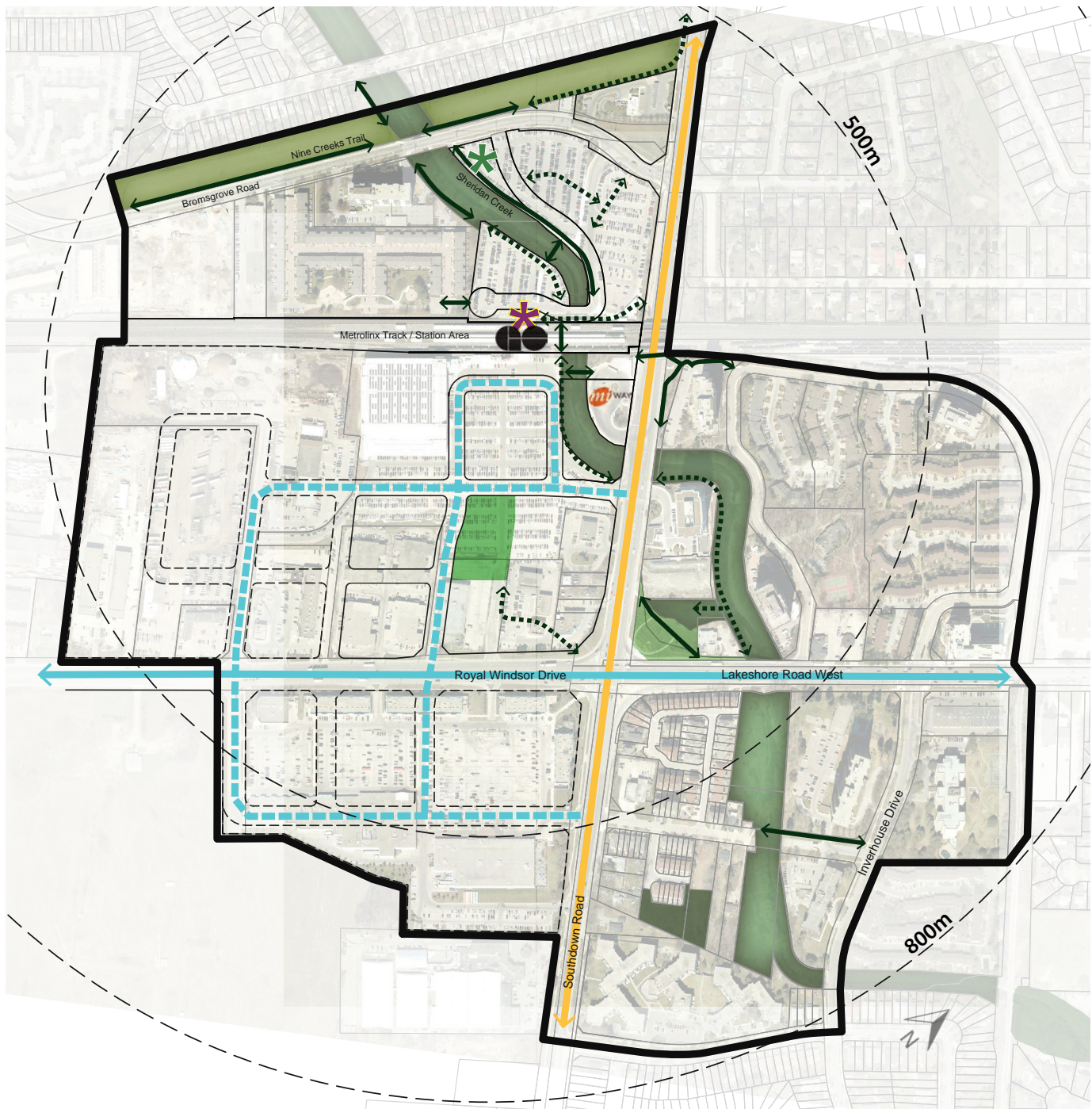
In a general sense, a landmark is a structure or feature that acts as an identifier. Within the Clarkson MTSA, a landmark may be an iconic building or architectural/landscape feature.

Destination

A destination is a land use that acts as an identifier. Within the Clarkson MTSA, a destination is an individual use or mix of uses that can attract visitors.

The Clarkson MTSA includes various destinations, such as the Clarkson GO Transit Station, as well as parks and public art that will attract visitors and act as focal points for the community. For specific directions regarding destinations that are part of the Public Realm / Active Transportation Network, please refer to Section 2.7 Parks and Connections.





MAP 13 - PARKS AND CONNECTIONS

LEGEND

	Clarkson MTSA Boundary		Existing Pedestrian Connection
	Existing Park		Future Pedestrian Connection
	New Central Community Park		Planned Separated Bike Lane
	Future Park		Recommended Separated Bike Lane
	Potential Station Plaza		Multi-Use Trail
	Natural System		GO Transit
	Utility Corridor/Nine Creeks Trail		Mississauga Transit

2.7 PARKS & CONNECTIONS

Parks and Connections (identified on Map 13) are key components of the Public Realm in the Clarkson MTSA and, in combination with the Streets (identified on Map 11), have a vital role in animating the community and creating a highly interconnected and multi-modal network.

These various components are significant contributions to the provision of recreational opportunities and for social activity and must be considered in concert with one another and within the context of this evolving and transit-supportive community. Specific planning, design and maintenance considerations are required to ensure the quality, vitality and longevity of these spaces.

A comprehensive understanding of how these various and diverse components work together and complement each other, and their adjacent uses, will lead to a more connected, accessible and logical network of pedestrian spaces throughout the Clarkson MTSA. They provide maximum accessibility to the existing and expanding transit facilities, move people to, from and through the community easily and safely, and provide a variety of spaces for socializing, special events and recreation.

The City of Mississauga Parks Plan (2022) identifies the Clarkson Village Character Area as being deficient in parkland provision based on a population-based provision of 1.2ha per 1000 persons.

The Concept Plan identifies Parks which, through development of the lands, will provide the opportunity for the City to create additional parkland that will serve both the existing and new population and, together with the network of streets and trails, will enhance connectivity and promote walkability in the area.

Community parks are diverse in their size and design, and can serve a variety of uses. These publicly owned spaces have characteristics that make them well suited to serve the form of density anticipated in the Clarkson MTSA.

A centrally-located Community Park is to be accessible and highly visible from the surrounding context; it is also meant to be a focus for the community and anchor a new retail-commercial Main Street.

In addition to existing parks, open spaces and trails, the Concept Plan identifies the following:

- A proposed Central Community Park located centrally within the lands south of the rail corridor;
- A proposed Station Plaza on the north side of the rail corridor, in association with the existing station buildings/entrances;
- A Future Park in the residential area north of the rail corridor; and,
- Various Pedestrian Connections.

It is the intent of this Plan to ensure that the City actively seeks opportunities to assemble a full range of Parks and Connections, including the central park, as identified in Map 13.



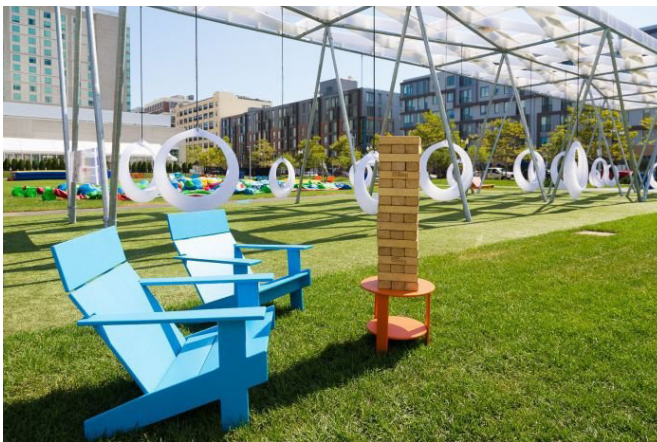
Parks

The following direction applies to all Parks in the Clarkson MTSA:

- Parks will be safe, accessible, secure and shall implement the relevant policies of the Accessibility for Ontarians with Disabilities Act. They will be open and accessible to the public at all times;
- The exact size, location and configuration of future parks will be determined through the development approvals process;
- Adjacent built form shall have active frontages abutting or adjacent to the centrally-located park;
- It is not acceptable to place garbage storage facilities, loading docks or utilities in or directly adjacent to parks.
- Parks will be designed to:
 - Be in accordance with City standards. Top quality pedestrian amenities, building materials, informed planting choices and environmental sustainability are priorities in the design of parks;
 - Achieve an appropriate tree canopy cover. Trees, shrubs and groundcover will be included in the design of parks;



- Prioritize pedestrian comfort. Development may be required to undertake Shadow Studies and Pedestrian Wind Comfort and Safety Studies in accordance with City standards. Maximized daily sunlight and protection from wind and other elements will be considered to support year-round use of the park space;
- Include Public Art;
- Include barrier free programmable space that can accommodate the needs of park space users and facilitate socializing, special events and recreation;
- Be appropriately linked with other elements of the Pedestrian Realm/Active Transportation Network.
- Have sufficient frontage on at least one public street;
- Include community and civic event spaces; and,
- Include coordinated signage and wayfinding.



Pedestrian Connections

Pedestrian Connections are key components of the Public Realm/Active Transportation Network that enhances the urban experience, contributes to the wayfinding system and enables pedestrians to travel through the community quickly, easily and safely.

Parks and Connections (Map 13) and the Demonstration Plan (Map 14) identify Existing and Future Pedestrian Connections.

Existing Pedestrian Connections include the trails along the portion of the Sheridan Creek north of the rail corridor and the Nine Creeks Trail located within the Hydro Corridor along Bromsgrove Road.

Future Pedestrian Connections, in the form of Trails and Mid-Block Walkways, are intended to enhance pedestrian connectivity throughout the station area and to strengthen the presence of the Sheridan Creek corridor as a natural feature within the community.

Trails

Trail connections are proposed along the Sheridan Creek south of the Rail Corridor and within the Hydro Corridor to extend the Nine Creeks Trail towards Southdown Road. Trails should be designed with consideration for:

- A widened, consistently paved, barrier free travel path;
- The introduction of pedestrian seating/viewing nodes at regular intervals or specific viewing opportunities;
- Wayfinding/interpretive signage;
- Naturalized creek edges (riparian zones); and,
- Enhanced edge planting.



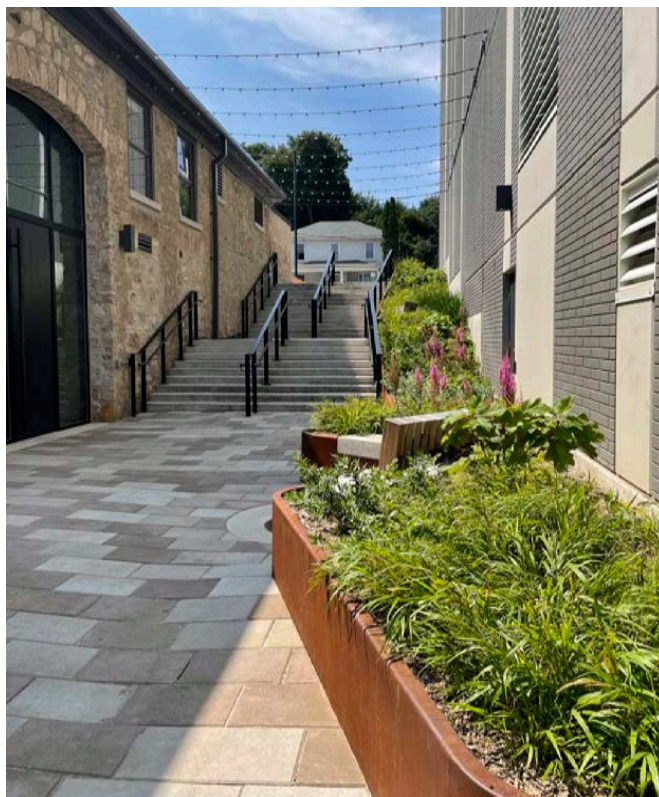
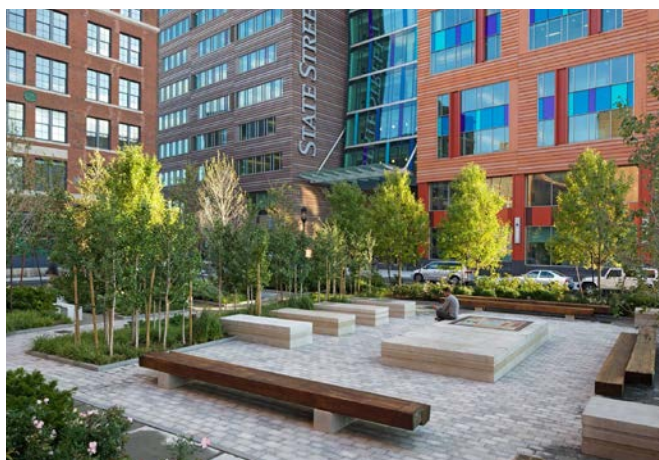
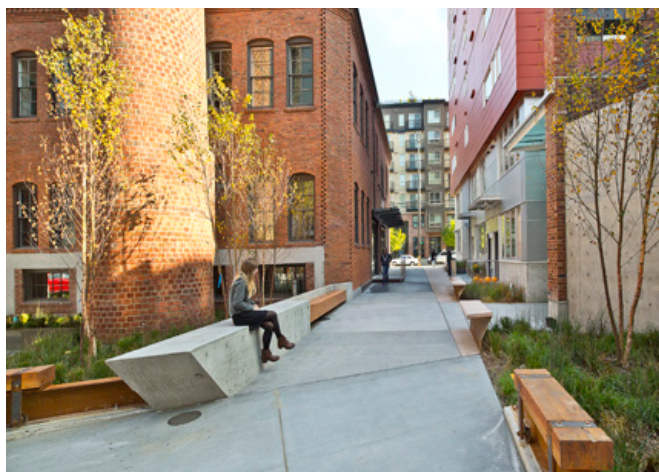
Mid-Block Walkways

Mid-Block Walkways are typically private spaces that are publicly accessible and inviting to pedestrians. Mid-Block Walkways are shown on Map 13 through future developments located at Southdown Road and Royal Windsor Drive and Southdown Road and Bromsgrove Road. The provision of publicly accessible Mid-Block Walkways is encouraged on individual sites throughout the Clarkson MTSA.

Mid-Block Walkways should be designed with consideration for:

- A minimum of width of 6 metres;
- A wide pedestrian clearway, amenities such as planting, seating, lighting and other street furniture;
- Multiple egress and ingress opportunities to the public sidewalk system;
- Multi-modal access;
- Opportunities for spill out area for adjacent retail shopping and/or restaurant uses; and,
- CPTED design principles.

The City of Mississauga Pedestrian Master Plan (2021) provides additional design guidance on pedestrian infrastructure design.



2.8 DEMONSTRATION PLAN

A Demonstration Plan is a tool employed to visualize a potential form and use for a redevelopment area.

A number of Demonstration Plans were generated through the course of the consultation process to illustrate various scenarios for building arrangements, density distributions, and parks and open space networks within the Clarkson MTSA study area. These were used as the basis of discussions and to obtain feedback from the public/stakeholders through the consultation process, which led to a final Demonstration Plan as shown on Map 14.



























This Demonstration Plan is only one of many possible urban design expressions that could be achieved based upon the Vision and Guiding Principles articulated in the Clarkson MTSA Master Plan. It illustrates:

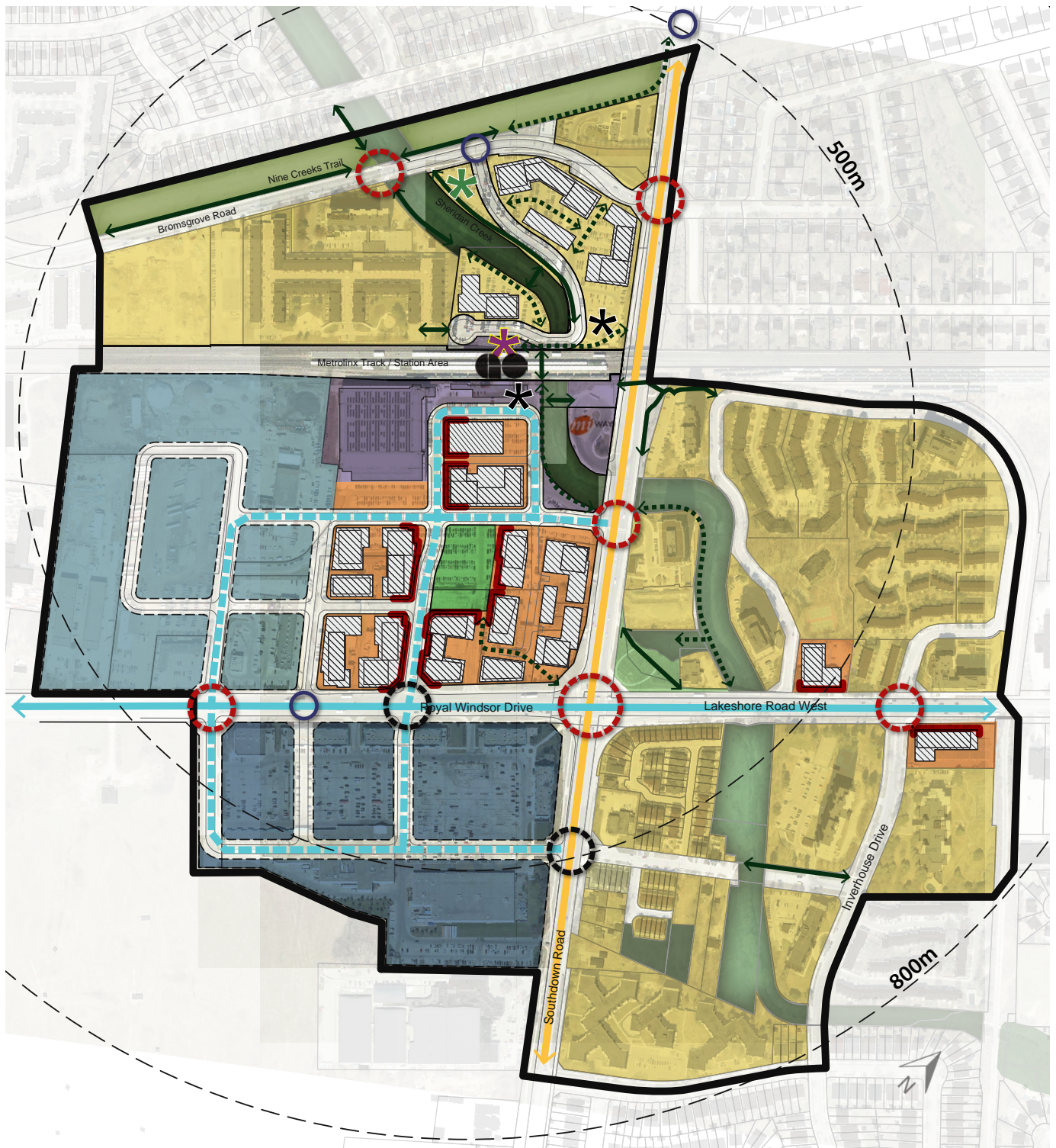
- The Street and Block Pattern
- The Parks and Connections System
- Gateways, Landmarks and Destinations
- A Height Distribution

The Demonstration Plan generally includes the following lands:

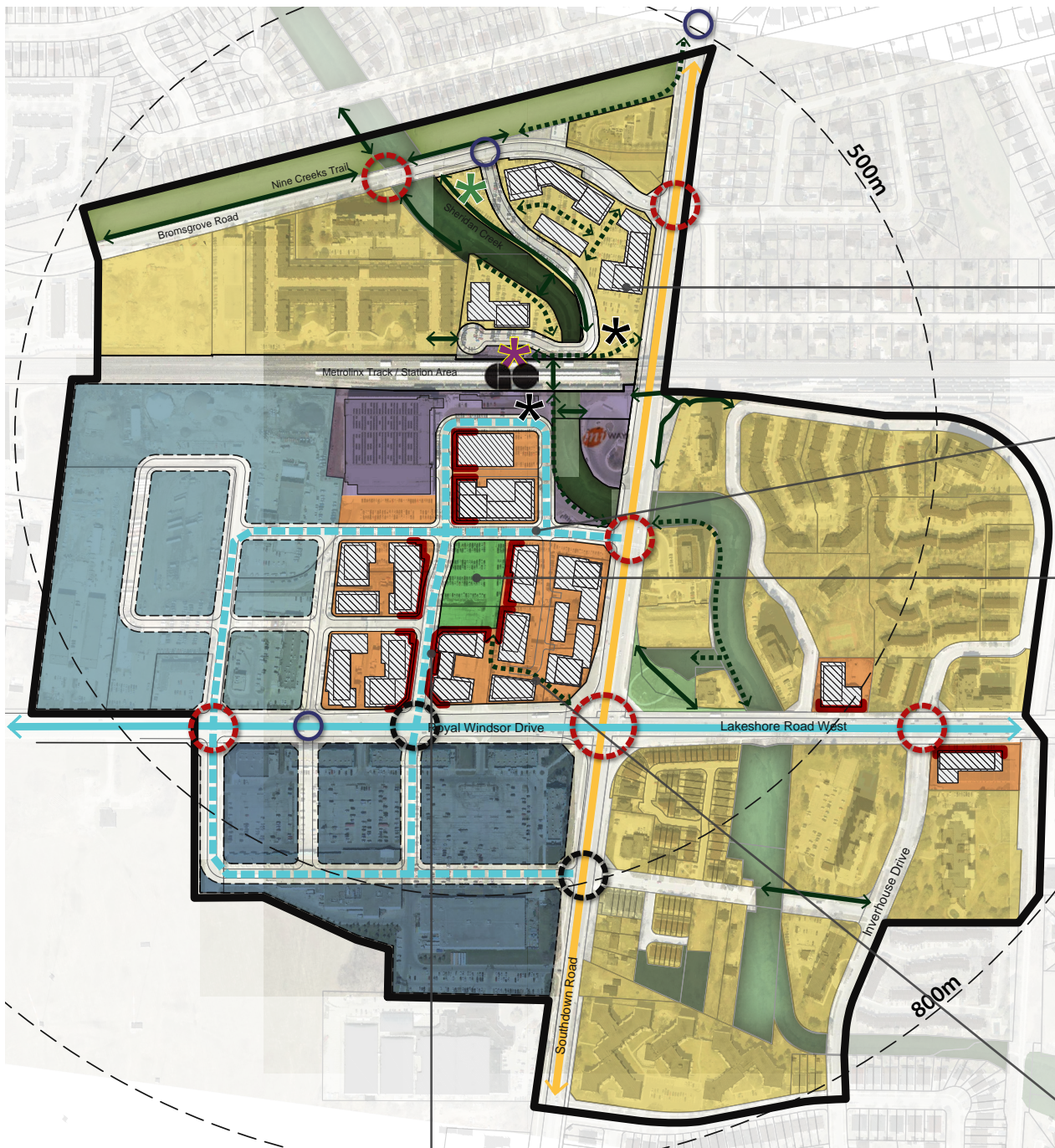
- Metrolinx lands located on the north side of the tracks, 2070-2130 Bromsgrove Road (with the exception of the existing station buildings);
- Metrolinx lands located on the south side of the tracks, 1110 Southdown Road (with the exception of the existing parking structure and station buildings);
- 1052 Southdown Road;
- 1032 Southdown Road;
- 1022 Southdown Road;
- 1018 Southdown Road;
- 2057 Royal Windsor Drive;
- 2075, 2077, 2087, 2097 and 2105 Royal Windsor Drive (Slate Asset Management L.P.);
- 2133 Royal Windsor Drive;
- 1969-1971 Lakeshore Road; and,
- 1900 Lakeshore Road.

LEGEND

	Clarkson MTSA Boundary		Streets for Future Consideration
	Residential Area		New Buildings
	Employment Area - Business		Commercial/Retail Frontage
	Employment Area - Commercial		Existing Signalized Intersection
	Mixed-Use Area		New Signalized Intersection
	Transit Facility (GO/MiWay)		Enhanced Intersection
	Natural System		Existing Pedestrian Connection
	Utility Corridor/Nine Creeks Trail		Future Pedestrian Connection
	Existing Park		Planned Separated Bike Lane
	New Central Community Park		Recommended Separated Bike Lane
	Future Park		Multi-Use Trail
	Potential Pick-up / Drop-off Location		GO Transit
	Potential Station Plaza		Mississauga Transit



MAP 14 - DEMONSTRATION PLAN



Active Frontages



Buildings



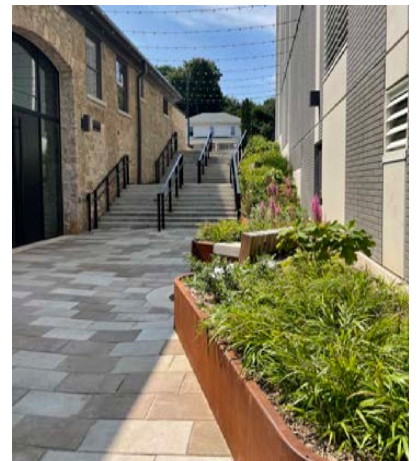
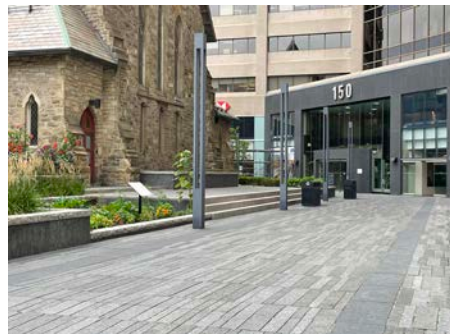
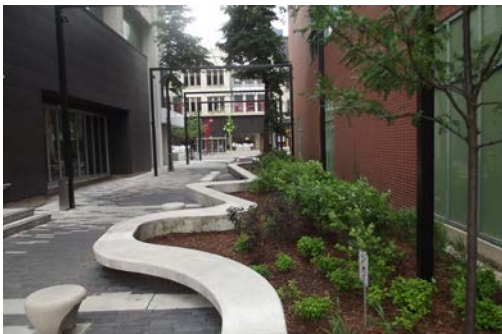
Streets



Park



Pedestrian Connections







3

BUILT FORM

Note: While the diagram reflects a portion of the demonstration plan included in Section 2.8, the guidelines illustrated apply to all development proposed in the Clarkson MTSA, regardless of land use and height

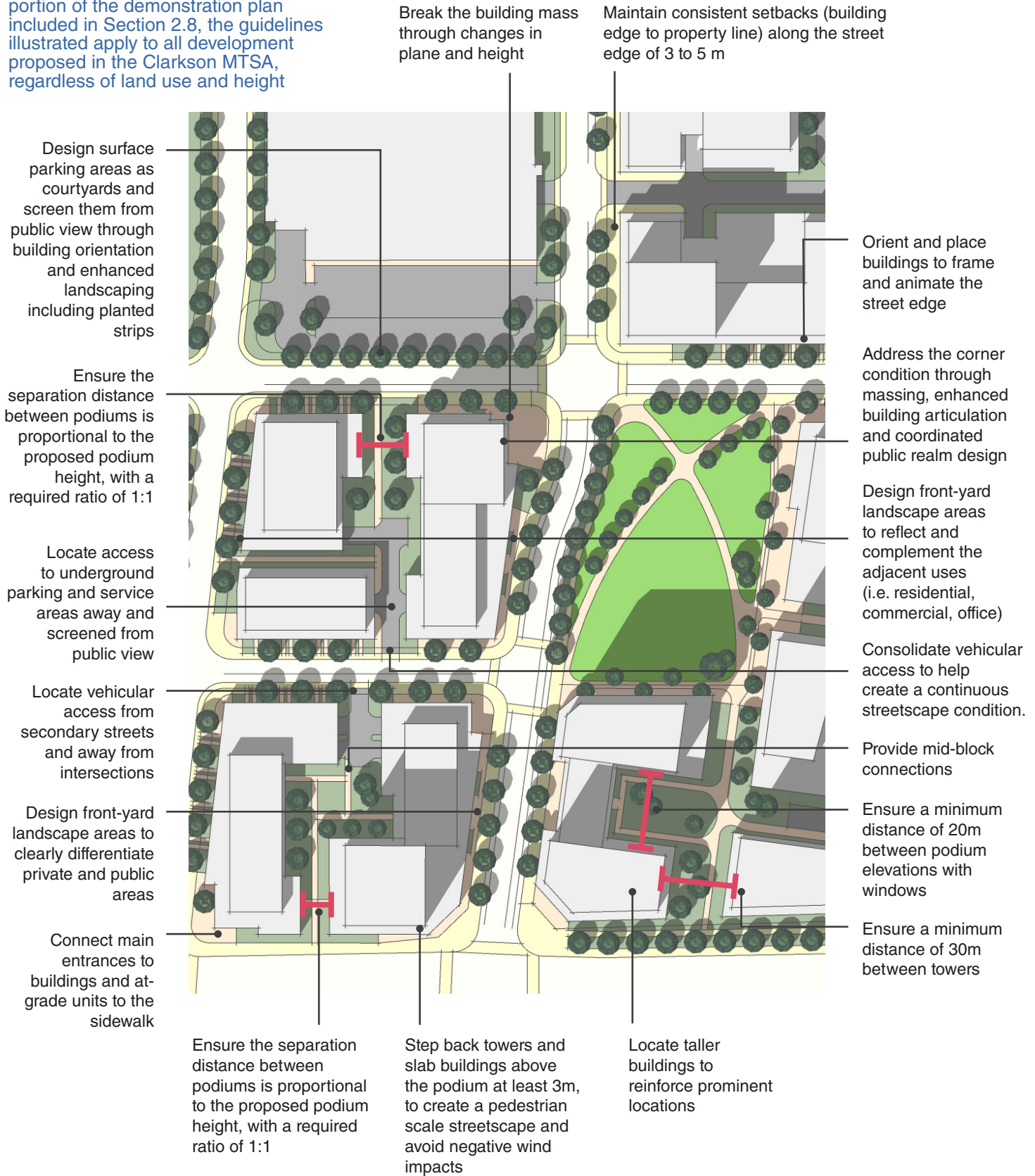


FIGURE 7 - BUILT FORM DEMONSTRATION

3 BUILT FORM

New buildings will differ over time in their response to an evolving local context. Most taller buildings follow a classic form and consist of three integrated parts: a podium, tower or slab and top, each with a particular role to play in achieving the goals of this Plan. There may be special circumstances where acceptable alternatives to the built form types identified in this Plan may be proposed. In general, the intent of this Plan is to set an appropriate and desirable standard for redevelopment, however, flexibility and innovation are important considerations for implementation, and exceptions to the directions compiled in this Plan do not necessarily result in a less desirable or less appropriate built form response. In general, criteria for exceptions to the built form directions of this Plan are as follows:

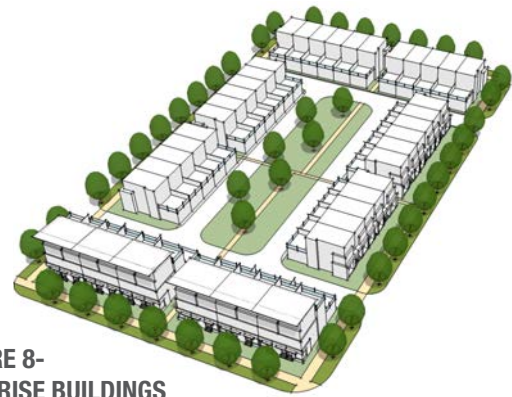
- It is proven, to the satisfaction of the City, that the design exception would result in, architectural and design excellence; and/or,
- The general intent of this Plan is met through alternative architectural solutions.

3.1 BLOCK/SITE DESIGN

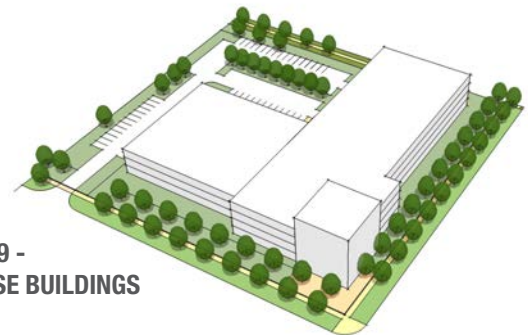
While this Plan establishes a structuring framework for private development, there are many permissible configurations of built form and site arrangements that may achieve the principles and criteria of this Plan. Typical Block/Site Designs have been illustrated in Figures 8 to 11, with a variety of building forms, all of which would be possible under the structuring framework.

Building form and configuration will be determined by the land use designation, site conditions and context. However, generally Block/Site Design can be categorized into three scenarios:

- Low-Rise Buildings (Figures 8 and 9)
- Mid-Rise Buildings (Figure 10)
- High-Rise Buildings - usually towers on top of 3-6 storey podiums (Figure 11)



**FIGURE 8-
LOW-RISE BUILDINGS**



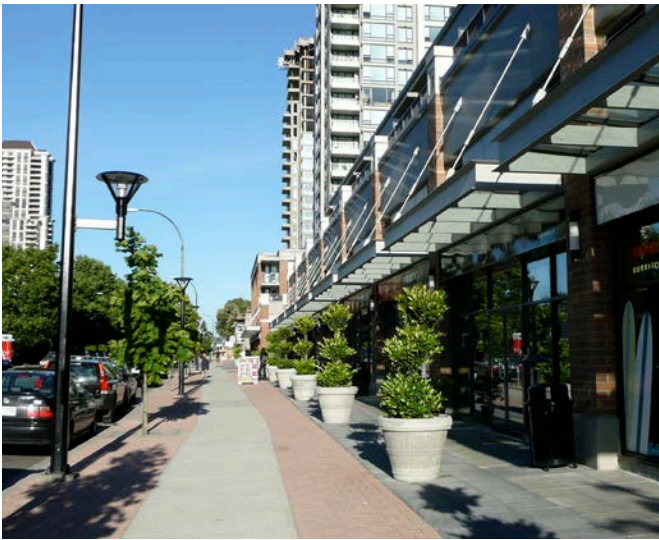
**FIGURE 9 -
LOW-RISE BUILDINGS**



**FIGURE 10 -
MID-RISE BUILDINGS**



**FIGURE 11 -
HIGH-RISE BUILDINGS**



Taking into account that the length of most of the proposed blocks are between 100-130m, buildings in the Clarkson MTSA are expected to be developed as either mid-rise slab buildings or tall towers on podiums. While buildings from 4 to 8 storeys may be adapted in shape and configuration to maximize the possibilities of the site, the tower portion of a high-rise building will typically be square or rectangular in shape with a maximum floor area of 750m².

Townhouse block configurations may be used as a transitional built form between mid and high-rise buildings to existing low-rise buildings.

The following are general directions for the design of blocks in the Clarkson MTSA area.



Building Placement, Orientation and Design

- Locate buildings close to the street edge to frame and animate the public realm;
- Orient main building elevations to major streets;
- Use prominent built form and taller parts of the development to address gateway, corner and other key locations within MTSA area;
- Provide pedestrian mid-block connections through the block and internal courtyards;
- Avoid empty spaces/ blank walls with no program or function;
- Ensure the front setback between the building wall at grade and the property line is 3 - 5m for all building types;
- For sites abutting low-rise residential developments, a 45° angular plane shall be applied for buildings exceeding 10m in height to determine the appropriate transition;
- Provide a podium height of 3 to 6 storeys to achieve a pedestrian-oriented environment and allow for height variation at the street level;
- Ensure the separation distance between podiums (3-6 storeys) is proportional to the proposed podium height, with a required ratio of 1:1. Where appropriate (e.g., where a continuous streetwall is desirable), consider narrower separation distances between podium elevations without windows;



- Provide a minimum separation distance of:
 - 20m between podiums (3-6 storeys height) elevations with windows.
 - 30m between existing and/or proposed towers to maximize access to sky views, natural daylight, adequate privacy and collective shade on streets and parks, and minimize wind.
- Ensure the middle part of the building (floors after the podium or first 3-6 storeys) is stepped back at least 3m from the base/podium top;
- Break the building mass through changes in planes and heights, and provide articulated facades;
- Ensure a break in the elevation every 40-50m; and,
- Design frontages at-grade to be articulated architecturally as a maximum of 6.0 metres wide. Under no circumstance will there be a blank wall condition at-grade on any building that is greater than 6.0 metres in width.

Vehicular Access and Servicing

- Provide site vehicular access from secondary streets or away from intersections;
- Consolidate vehicle accesses to minimize the number of curbs breaks resulting in a continuous streetscape edge;
- Locate loading, servicing and parking within the building or the rear/side of the site, but never at the front;
- Provide parking below grade or as a screened structures above grade where possible; line parking structure with active uses along the street;
- Screen parking, loading and servicing areas from the public view through a combination of soft and hard landscaping, as well as other integrated architectural elements (walls, pergolas, etc);
- Break-up large areas of surface parking into small courtyards and incorporate walkways, public art and/or landscape elements such as planting to further reduce their impact; and,
- Locate site and building services, utilities and mechanical equipment away from public streets/ views and open spaces, and screen them from adjacent buildings, preferably with architectural features.

Pedestrian Access and Circulation

- Provide unobstructed, visible and direct connections between site internal walkways, mid-block connections and building entrances and the adjacent public realm (sidewalks, transit stops, stations and open spaces);
- Encourage community permeability by providing mid-block connections across the site; and,
- Ensure mid-block connections are a minimum of 6m wide and include a paved path of at least 2m contain lighting and natural surveillance, and are buffered with planted edges.

Private Open Spaces and Landscaped Area

- Maximize opportunities for open/green spaces (courtyards, plazas, parkettes, etc);
- Ensure private landscape complements the at-grade building use, as well as the character of the adjacent streetscape / public space while clearly delineating them;
- Ensure public access and visibility to private open spaces, courtyard and mid-block connections at grade;
- Ensure building/unit entrances are connected to the adjacent public realm (i.e. sidewalks, open spaces);
- Minimize hard surfaces and ensure they have a function on site; and,
- Ensure pedestrian desire lines and wayfinding are intuitive.



3.2 BUILT FORM TYPOLOGIES

Low-Rise Buildings (2 to 4 Storeys)

Townhouses

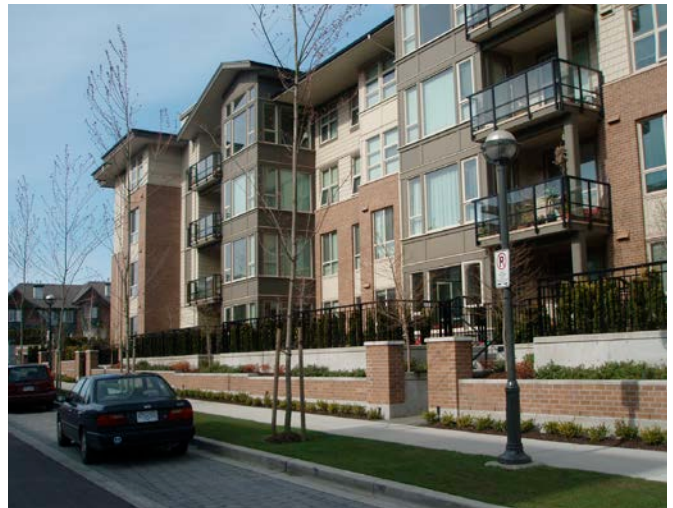
The following design criteria shall form the basis of an evaluation of Townhouse proposals:

- Townhouses shall generally be 2 to 3 storeys in height. Stacked Townhouses may be up to 4 storeys in height;
- The Primary Building Façade or Exterior Side Façade of any building facing the street shall feature a porch, prominent entrance or other architectural gestures that provides a 'public face';
- The main front door must be clearly visible from the street. Front porches are encouraged as features that increase the prominence of the front entrance. The elevation of the front door shall be no more than 1.2 metres above grade. A pedestrian path should provide a route from the front door to the sidewalk;
- Promote a green character of front yards and avoid monotony of landscape treatment over large frontages. Most of the front yard should be soft surface with limited hard/paved surfaces; fences could be included when appropriate.
- Front yard hedges should be no more than 1.2 metres high to define the edge of private property while maintaining visibility to the street;
- Driveways and/or garage doors must not dominate the front façade of the primary building or the view from the street. Detached garages are preferred. Where a detached garage is provided, it should be set back from the main front wall of the primary building, or accessed from a rear laneway; and,
- Where an attached garage is provided, the garage door should not protrude beyond the main front wall of the Primary Building Façade and should be integrated into the massing of the primary building.

Other Forms of Low-Rise Buildings

The following design criteria shall form the basis of an evaluation of Low-Rise Building proposals:

- These buildings are generally 2 to 4 storeys in height and may include walk-up apartments, retail and employment buildings;
- Buildings shall not cover more than 60 percent of the lot area;
- The main front door to the building shall be clearly visible from the street.
- The front yard setback shall be appropriately landscaped with a variety of planting species, forms, colours and textures. Parking is not permitted within the front yard;
- Side yard setbacks shall be sufficient to allow safe pedestrian access, and for the inclusion of windows, where they exist, or are proposed; and,
- Parking must be hidden from view from adjacent streets.
- Minimum floor height for:
 - Residential buildings: ground floor minimum 4.0 metres; floors above minimum 3.0 metres.
 - Mixed-Use buildings: ground floor minimum 4.5 metres; floors above minimum 3.0 metres.
 - Office buildings: ground floor minimum 4.5 metres; floors above minimum 4.0 metres.



Mid-Rise Buildings (5 to 12 storeys)

The following design criteria shall be applied to Mid-Rise Buildings:

- For the purposes of the Clarkson Master Plan, a mid-rise building shall generally be between 5 and 12 storeys. Their height should generally not exceed the width of the right-of-way onto which they front, and they must ensure appropriate transition to the surrounding context.
- Buildings shall define a pedestrian-scaled street wall (by way of a podium or articulated base) which reflects the height and scale of the existing street wall, or is proportional to the scale of the adjacent street.



- The portion of the building above the podium structure shall maintain a floor plate size and massing configuration that permits adequate sky view and minimizes shadow impacts on adjacent properties. This portion of the building is required to step back a minimum of 2.0 metres from the podium façade that forms the street wall.
- Buildings shall be sited to align to streets and open spaces to frame these areas. The minimum separation distance between elevations with windows is 20 metres.
- Buildings shall not cover more than 75 percent of the lot area.
- The main front door to the building shall be clearly visible from the street.
- The front yard setback shall be appropriately landscaped with a variety of planting species, forms, colours and textures. Parking is not permitted within the front yard.
- Side yard setbacks shall be sufficient to allow safe pedestrian access, and for the inclusion of windows, where they exist, or are proposed.
- Parking must be hidden from view from adjacent streets.
- Minimum floor height for:
 - Residential buildings: ground floor minimum 4.0 metres; floors above minimum 3.0 metres.
 - Mixed-Use buildings: ground floor minimum 4.5 metres; floors above minimum 3.0 metres.
 - Office buildings: ground floor minimum 4.5 metres; floors above minimum 4.0 metres.



High-Rise Buildings (13 to 25 storeys)

The following design criteria shall be applied to Residential or Mixed-Use High-Rise Buildings:

- For the purposes of the Clarkson Master Plan, a High-Rise building shall generally be between 13 and 25 storeys in height. A High-Rise building means a building having a height greater than the width of the street on which they front.
- Similar to Mid-Rise Buildings, High-Rise Buildings shall define a pedestrian-scaled street wall (by way of a podium or articulated base) which reflects the height and scale of the existing podium or street wall along the street, or is proportional to the scale of the adjacent street. For taller podiums, ensure a pedestrian-scaled street wall is clearly defined.
- The tower component (the portions of the building above the podium structure) shall maintain an average gross floor plate size that is no greater than 750 square metres. Approximately equal floor plate dimensions (length to width ratio of 1:1) are encouraged. The maximum dimension of any side of any residential Tower shall be 30 metres.
- Where a residential or mixed-use high-rise building fronts a public street, the tower shall step back from the face of the podium by a minimum of 3.0 metres.
- The placement of the tower component should be staggered from adjacent towers. The narrowest side (width) of a tower should be oriented to the street frontage. Where the tower is located adjacent to a street intersection, the narrowest side of the building shall front the street with the widest right-of-way.
- The minimum separation distance between the tower components of high-rise buildings shall be 30 metres.
- Tower components of high-rise buildings shall be set back a minimum of 15 metres from property lines to allow for redevelopment on adjacent sites.
- The main front door to the building shall be clearly visible from the street.
- Minimum floor height for:
 - Residential buildings: ground floor minimum 4.0 metres; floors above minimum 3.0 metres.
 - Mixed-Use buildings: ground floor minimum 4.5 metres; floors above minimum 3.0 metres.
 - Office buildings: ground floor minimum 4.5 metres; floors above minimum 4.0 metres.



3.3 BUILT FORM PERFORMANCE CRITERIA

Notwithstanding the maximum height limits established in this Plan, the achievable building height for any new redevelopment may be lower and will depend on the following performance criteria:

- Building height for any redevelopment that includes a high-rise or mid-rise building shall be considered on the basis of the surrounding existing redevelopment context, as it evolves over time.
- A combination of building setbacks, step backs, height restrictions, angular planes, façade articulation, enhanced landscape treatments, tree planting and/or fencing will ensure an appropriate street frontage relationship, and an appropriate relationship with other existing and approved redevelopment; and,
- Taller building elements shall not create any undue, adverse impact on adjacent properties specifically:
 - Not create an unacceptable noise impact related to outdoor restaurants/café's, HVAC systems or any other mechanical equipment servicing the redevelopment;
 - Not add substantially to the shadow impact created by existing and approved redevelopment in the vicinity, or the impact from as-of-right redevelopment permission for the subject site established in the Zoning By-law. Shadow studies shall be undertaken to understand the shadow impacts of redevelopment proposals in conformity with the City's requirements;

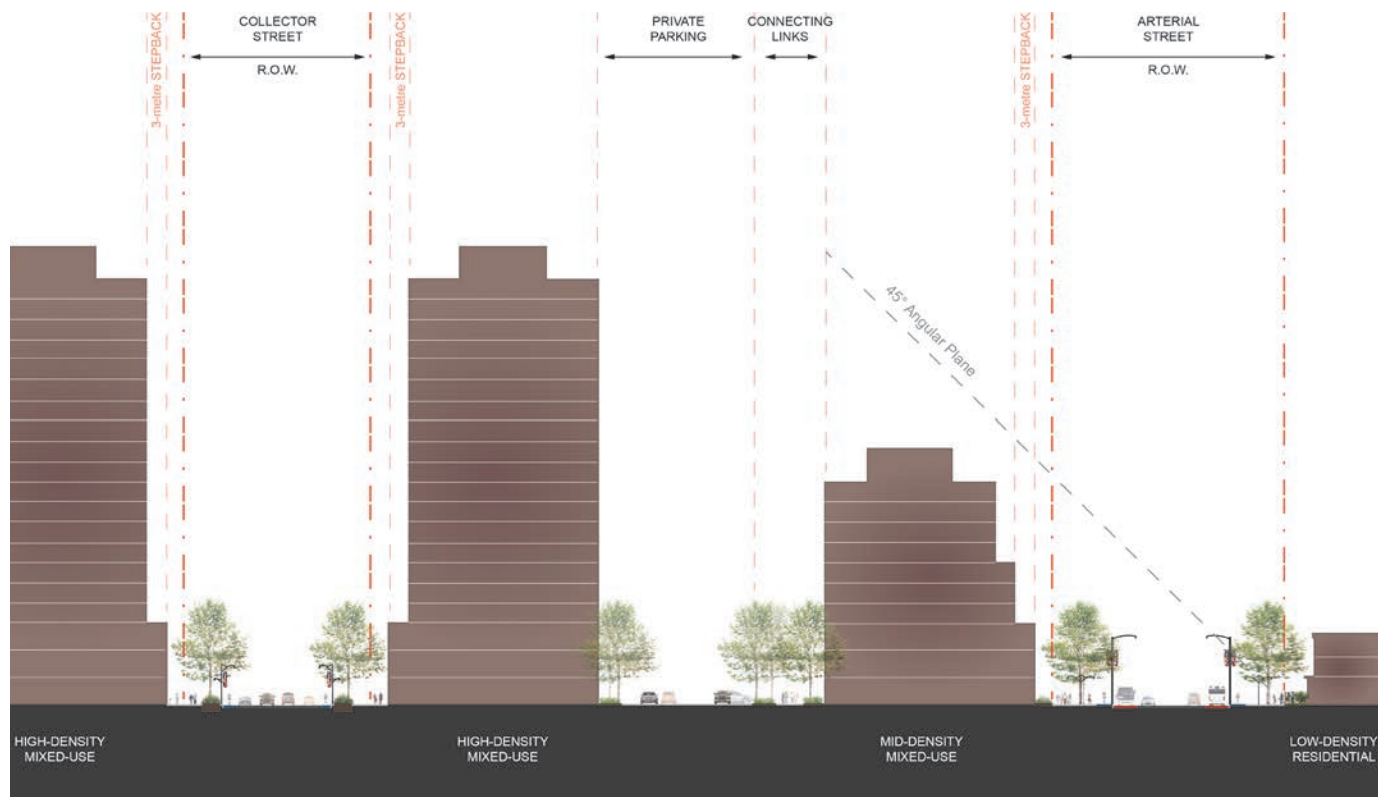


FIGURE 12 - BUILT FORM MITIGATION

3.4 BUILDING DESIGN (ARCHITECTURAL QUALITY)

- Not add substantially to the traffic impact created by existing and approved redevelopment in the vicinity, or the impact from as-of-right redevelopment permission for the subject site established in the Zoning By-law. In this regard, traffic consultants shall carry out a pre-redevelopment traffic assessment, followed by an impact analysis that identifies no substantial traffic problems will result from proposed redevelopment and/or identify the traffic impact mitigation strategy to be implemented by the developer, at no cost to the City;
- Not create an at-grade wind impact that is greater than the existing conditions, as determined by a qualified professional and to the satisfaction of the City; and,
- Not significantly obstruct daylight and/or sky views from the adjacent Pedestrian Realm/Active Transportation Network as well as neighbouring properties.

The Clarkson MTSA will incorporate well-designed buildings. All redevelopment shall:

- Ensure excellence in design and demonstrate high quality architectural detailing;
- Accommodate an appropriate transition from taller building forms to abutting lower scale buildings to ensure compatibility with the surrounding context; and,
- Implement sustainable redevelopment and building practices.

Throughout the Clarkson MTSA, redevelopment shall be consistent with the relevant directions included within this Plan. The intent of the directions of this Plan is to achieve a balance between a consistency of design and innovative, individual expression in redevelopments. The design and architectural quality of redevelopment shall be measured according to its level of consistency with the following principles:

- **Identity** - Redevelopment shall achieve a unique expressive identity. The intent is to promote unique building design while maintaining a consistent approach;
- **Design Excellence** - All redevelopment shall demonstrate design excellence and compatibility with its surrounding context. Architectural detailing, landscape treatments, colour and building materials shall be representative of the highest quality possible;
- **Expressive Forms** - Redevelopment shall clearly express a base at the street level, the middle portion of the building, and a well defined top component. This will be achieved through various means including setbacks, step backs, textures and materials and other architectural treatments;

- **Green Building** - All redevelopment shall be in accordance with the City's Green Standard By-law. Redevelopment shall incorporate green roofs and utilize sustainable construction and building technologies, as well as techniques that achieve, at a minimum LEED Gold, or equivalent recognition;
- **Building Entrances** - The arrival to a building will be enhanced through the design and detailing of its entrance. Where appropriate, canopies extending towards the street providing weather protection may be provided;
- **Glazing** - The design, configuration and proportion of glazing elements in contrast to cladded walls shall reflect the internal use. The facade design of residential units at grade shall provide for both privacy and 'eyes on the street', while that of commercial and office spaces at grade are expected to incorporate greater proportion of glazing;
- **Window Design** - The detailing of window elements is important to avoid a 'tacked-on' appearance. The use of recessed windows, set into the façade will create a more solid expression and increased shadow lines and is encouraged;
- **Balconies** - Balconies shall be designed as an integral part of the building rather than appearing to be 'tacked-on';
- **Roof Top Gardens** - Where appropriate, roofs and terraces shall be usable for private and communal outdoor patios, decks and gardens. Green roofs are encouraged as a means of retaining stormwater, improving air quality and to add visual interest. Roof top gardens may also offer opportunities as dog stations;
- **Dog Stations** - New residential buildings are to include dog stations accessible to, and for the exclusive use of their residents;
- **Exterior Materials** - Cladding materials shall be high quality and appropriate for the proposed building type and land use, and in recognition of the redevelopment context in proximity. Vinyl siding, plastic, plywood, concrete block, darkly tinted and mirrored glass and metal siding utilizing exposed fasteners are discouraged;
- **Signage** - Signage shall be appropriate to the built form. In general, the following signage types are prohibited:
 - Backlit sign boxes;
 - On-sidewalk sandwich board signs;
 - Billboards;
 - Revolving signs;
 - Roof signs; and,
 - Third party signage of any type;
- **Mechanical Penthouses** - Vents, mechanical equipment rooms and elevator penthouses shall be integrated with the architectural treatment of roofs and screened from view and excessive noise shall be appropriately mitigated. To create greater interest in the skyline, taller buildings shall introduce articulation in the upper floors to be achieved through the use of terracing and/or architectural appurtenances like projecting roof lines, trellises or other vertical elements;
- **Building Services** - All redevelopment shall locate and screen service areas, access ramps and garbage storage to minimize the impact on the Pedestrian Realm/Active Transportation Network and adjacent residences. It is encouraged that these facilities be located internally within new buildings. The locations for parking, drive-ways and service entrances and loading areas are to be carefully considered and coordinated with surrounding redevelopments as well as with the locations for pedestrian entrances. The sharing of building services, service entrances and electrical services among buildings, and among redevelopment complexes is encouraged, and should be located below grade where possible;

- **Parking** - Adequate parking for residents, visitors, employees and users of the Clarkson GO Transit facilities must be provided. Parking should be coordinated with surrounding sites to accommodate shared parking facilities. It is expected that the vast majority of parking shall be provided in a structure, preferably below grade; and,
- **Site Access** - Good site access is to be provided from east-west streets in a safe traffic movement manner on the east-west streets, or from Connecting Link, where available. Any entrances that are placed along north-south streets must promote convenient pedestrian access as well as maintain the surrounding streetscape. Access to parking/loading facilities that are within buildings shall be designed to accommodate trade vehicles, moving vans, garbage trucks and delivery vehicles.

3.5 SUSTAINABLE / GREEN BUILDING CRITERIA

The Clarkson MTSA provides a unique opportunity to implement the City's Green Development Strategy which focuses on achieving sustainability and environmental responsibility in new development. The Green Development Strategy focuses on achieving sustainability and environmental responsibility in new development in Mississauga and recommends that all site plan applications will be required, where appropriate, to incorporate technologies that maximize the natural infiltration and retention of stormwater through site development, including Low Impact Development (LID) technologies such as:

- Bio-Retention
- Rainwater Harvesting
- Permeable Pavement
- Grass and Dry Swales
- Green Roofs

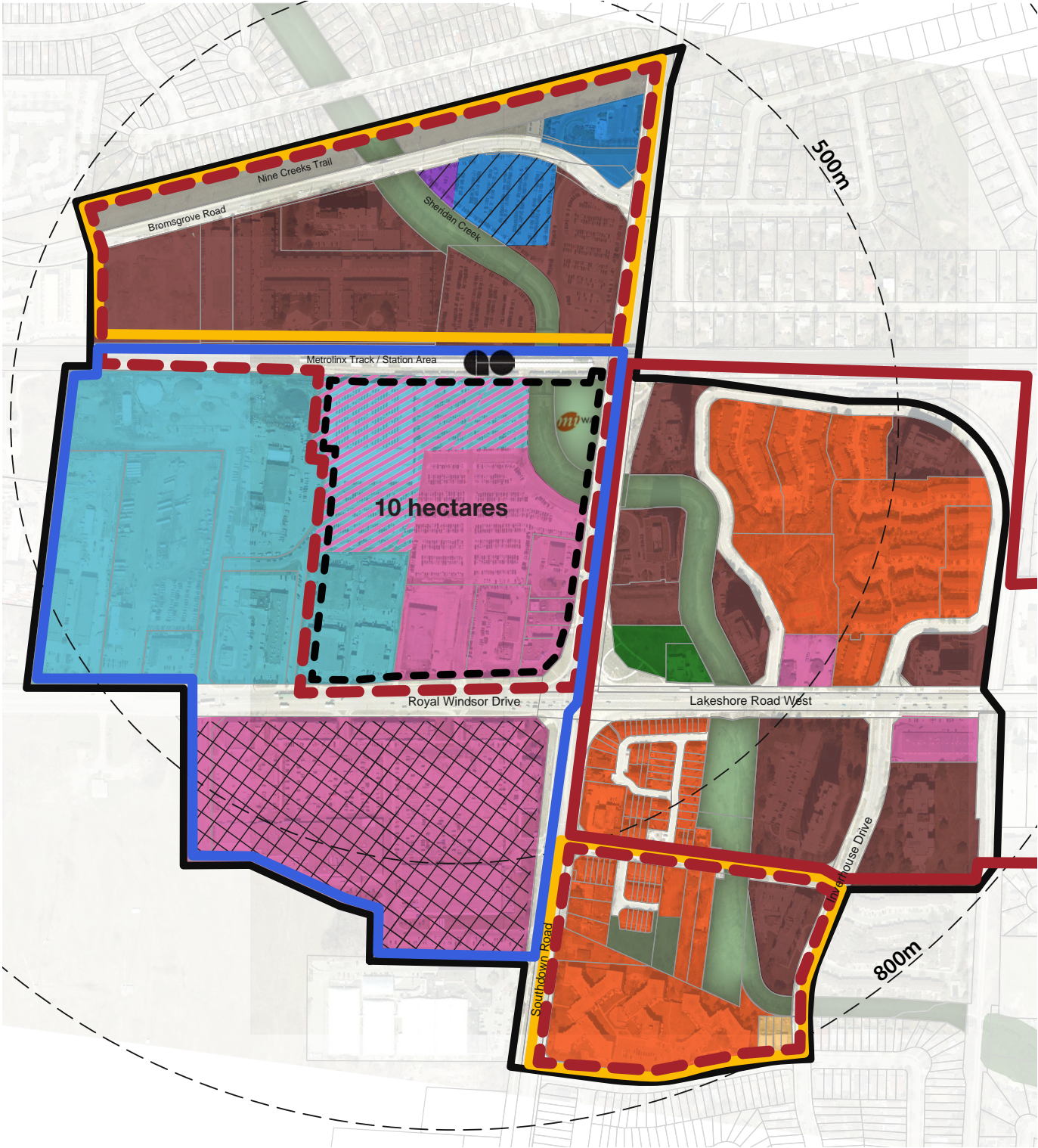
It encourages new developments to incorporate green sustainable elements into proposed buildings, site works, construction methods and long term maintenance programs, and encourages the pursuit of LEED-NC credits required to achieve Silver certification.





4


IMPLEMENTATION TOOLS




MAP 15 - PROPOSED OFFICIAL PLAN BOUNDARY AND LAND USE CHANGES

4 IMPLEMENTATION TOOLS


LEGEND


 Clarkson MTSA Boundary


 GO Transit

 Mississauga Transit


City Structure


 Lands within the Southdown Employment Area


 Lands within the Clarkson Village Community Node

 Lands within the Clarkson - Lorne Park Neighbourhood


Land Use Designations

 Residential Low Density II


 Residential Medium Density


 Residential High Density

 Mixed-Use

 Convenience Commercial

 Motor Vehicle Commercial


 Business Employment


 Public Open Space

 Greenlands


 Utility

Proposed Changes to Land Use Designations

 Lands to be Removed from Employment Area

 Lands to be Added to Clarkson Village Community Node

 Lands to be Redesignated Residential High Density

 Lands to be Redesignated Employment Commercial

 Lands to be Redesignated Mixed-Use

4.1 INTRODUCTION / OVERVIEW

The Clarkson Master Plan will be implemented through an Official Plan Amendment and Zoning By-law Amendment. It is recommended that the City pre-zone these lands concurrently with an Official Plan Amendment. Alternatively, as per the Planning Act, zoning changes may occur no later than one year after the official plan policies come into effect.

Recommended Policy Direction

To implement the key directions of the Clarkson Master Plan, the following policy direction and framework is recommended:

- The City should proceed with an amendment to its Official Plan that identifies a vision, guiding principles, land uses, roads, and parks. Policies should allow for small adjustments to roads and parks to account for the sequencing of development, and site-specific considerations that may arise.
- Retail and service commercial uses will be required on the ground floor of buildings located along Lakeshore Road West, Main Street and the proposed central community park as identified in the Clarkson Master Plan. Along Royal Windsor Drive, retail and service commercial uses will be encouraged.
- New housing development will integrate an affordable housing component as per the City's Inclusionary Zoning By-law and Official Plan policies.
- The proposed public road network, including Main Street, will be secured as development proceeds in the Clarkson MTSA through the development review process.
- For larger development sites, the City should consider requiring detailed demonstration plans that identify the phasing of development and infrastructure.

- To account for the phasing of development, an interim condition for Main Street is recommended as shown in Appendix 5.1.
- A central community park along Main Street is to be provided that is contiguous and publicly-accessible with the exact size, location and configuration to be determined through the development review process.
- Maps and Schedules of Mississauga Official Plan should be revised to show the recommended building height ranges, land use designations and City Structure for the Clarkson MTSA.
- Development proposals may need to be supported by various studies including:
 - Land use compatibility assessments;
 - An air quality study addendum where proposed building heights are greater than 25 storeys; and,
 - Detailed noise and vibration impact assessments.

Proposed Boundary and Land Use Changes

4.1.1 Lands to Remain in the Southdown Employment Area

The lands located within the Southdown Employment Area west of the Clarkson GO Transit Station parking structure are currently designated Business Employment in the City's Official Plan as indicated on Map 15. It is recommended that these lands remain in the Southdown Employment Area and retain their current Business Employment designation.

The lands located within the Southdown Employment Area south of Royal Windsor Drive (i.e., the Clarkson Crossing Commercial Centre) are currently designated Mixed Use in the City's Official Plan, as indicated on Map 15. Through its Official Plan Review, the City of Mississauga is proposing to redesignate Mixed Use lands in Employment Areas to Employment Commercial. It is recommended that these lands remain in the Southdown

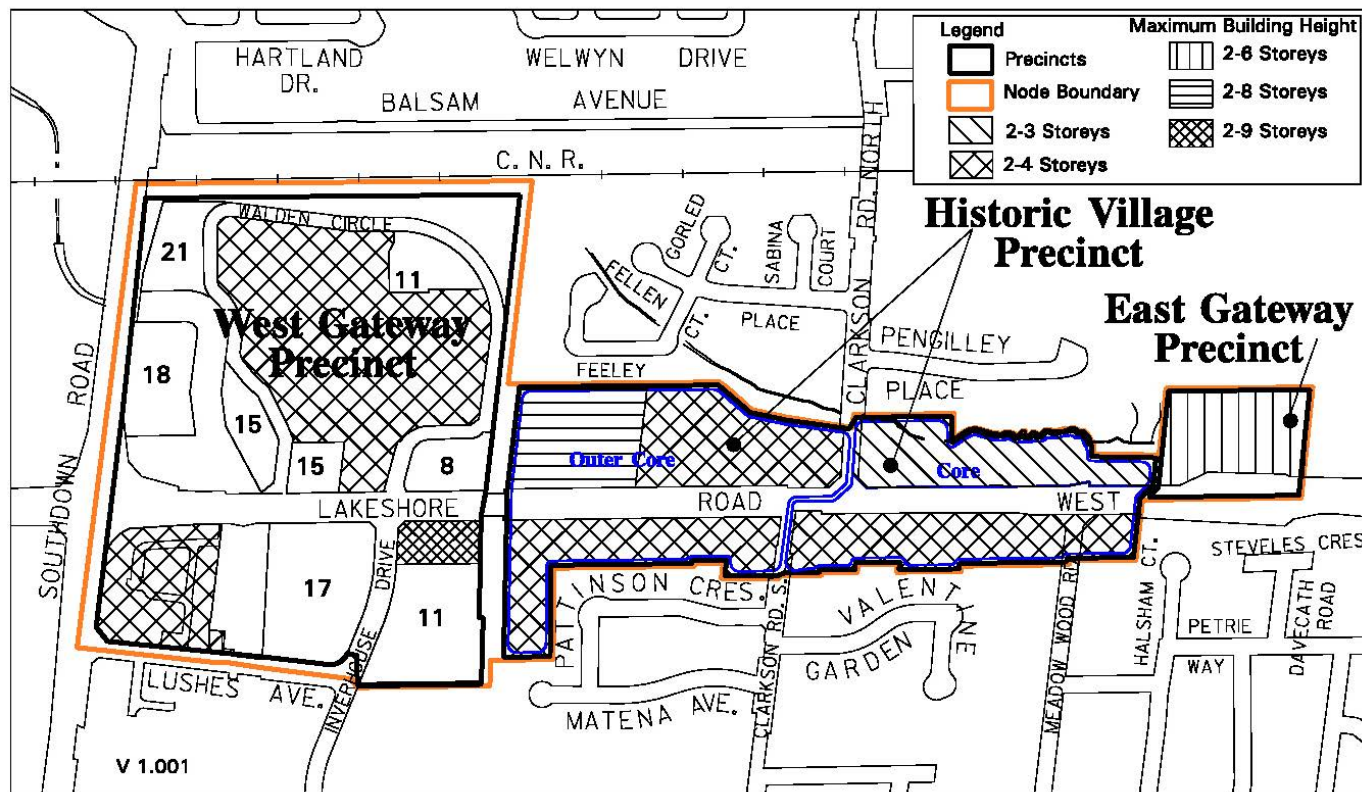


FIGURE 13 - CLARKSON VILLAGE COMMUNITY NODE PRECINCTS

Employment Area and be redesignated as Employment Commercial to align with the direction of the City's Official Plan Review.

Future consideration for removing lands that remain in the Southdown Employment Area will be subject to Official Plan policies and technical study. This will include addressing land use compatibility issues with surrounding employment uses and may require undertaking additional studies such as air quality studies.

4.1.2 Lands to be Removed from Southdown Employment Area

The lands located within the Southdown Employment Area east of the Clarkson GO Transit Station parking structure and north of Royal Windsor Drive, are currently designated either Business Employment or Mixed Use in the City's Official Plan, as indicated on Map 15. It is recommended that these lands be removed from the Southdown Employment Area.

It is also recommended that the lands designated as Business Employment be redesignated to Mixed Use, except for the property municipally known as 2133 Royal Windsor Drive. The Mixed Use designation for these lands is intended to accommodate a broader range of land uses that will support a new population, and transform the Clarkson MTSA into a mixed use, transit-supportive community.

4.1.3 Lands to be included in the Clarkson Village Community Node

The Clarkson Village Community Node is one of nine Community Nodes identified in the City's Official Plan. Related policies are outlined in Chapter 14 of the Official Plan, and address land use, transportation, parking, urban design and access. The policies aim to ensure that development enhances the existing main street character of the Node.

The Clarkson Village Community Node is divided into three precincts. Currently, the West Gateway Precinct is the only precinct that forms part of the Clarkson MTSA (east of Southdown Road). It is characterized by higher density forms of development compared to the other two Precincts to the east.

It is recommended that the Clarkson Village Community Node be expanded west of Southdown Road. The expanded Node would include the lands being removed from the Southdown Employment Area and the lands located north of the railway corridor. These lands would comprise a new 'Station Precinct' or a sub-area of the 'West Gateway Precinct' that would have appropriate land use, transportation and built form policies.

The lands located south of Lushes Avenue and east of Southdown Road are also recommended to be removed from the Clarkson-Lorne Neighbourhood and added to the Clarkson Village Community Node as shown on Map 15.

4.2 JUSTIFICATION FOR REMOVAL OF LANDS FROM EMPLOYMENT AREA

The lands within the Clarkson MTSA located west of Southdown Road and south of the railway are currently identified in Mississauga Official Plan as the Southdown Employment Area. The Southdown Employment Area accommodates some of the heaviest industries in the city that require large sites and substantial buffering from more sensitive uses – as well as lake access. It is recommended that the City continue to support these uses as they contribute to the economic vitality of Mississauga.

Mississauga Official Plan designates lands within the Southdown Employment Area as Mixed Use or Business Employment, as identified on Map 15.

- **The Mixed-Use Designation** - The Official Plan indicates that, in addition to the uses permitted in all designations, Business Employment Uses and Motor Vehicle Commercial Uses are permitted within the Mixed Use designation only in the Dixie, Gateway, Mavis-Erindale, Northeast, Southdown and Western Business Park Character Areas. In Employment Areas, a Mixed Use designation permits retail and service commercial uses, but does not permit residential uses.
- **The Business Employment Designation** The Official Plan indicates that, in addition to the uses permitted in all designations, lands designated Business Employment will also permit uses such as: research and development, manufacturing, warehousing, distribution, wholesaling, banquet halls, commercial schools, conference centres, entertainment, recreation and sports facilities, financial institutions, overnight accommodations and restaurants. In Employment Areas, existing major offices will be permitted.

The Clarkson Master Plan has identified locations where a broader mix of uses could be accommodated by removing some lands from the Southdown Employment Area. This would allow for an appropriate mix of residential, office, and commercial uses, and support transit investments to the Lakeshore West GO Line that provides service to the Clarkson GO Transit Station.

The Region of Peel's Official Plan policy 5.8.36 lists the criteria for evaluating the removal of lands from an Employment Area to allow for sensitive uses such as residential. The removal of lands is subject to the completion of a planning study initiated by a local municipality that addresses these criteria.

An evaluation of the criteria is provided below.

A) Identify the area where residential uses would be permitted

Map 15 identifies lands within the MTSA to be removed from the Southdown Employment Area. These lands are located west of Southdown Road, north of Royal Windsor Drive, south of the rail corridor and east of the Clarkson GO Transit Station parking structure. The portions identified as "Mixed Use" and "Lands to be redesignated as Mixed Use" outside of an Employment Area would permit residential uses.

	Total Land Area	Total Land Area to be Removed	Percentage of Total Land Area
Lands comprising the Southdown Employment Area	745 ha	10 ha	1.3%
Lands within both the Southdown Employment Area and the Clarkson MTSA	30 ha	10 ha	33.3%

B) The requirements of Policy 5.6.19.9 of this Plan

Policy 5.6.19.9 of the Region's Official Plan states:

Direct the local municipalities to establish policies in their official plan for each Primary and Secondary Major Transit Station Area delineated on Schedule E-5 in accordance with Section 16(16) of the Planning Act within 1 year from the date of provincial approval, to the satisfaction of the Region that addresses the following:

- a) The minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the delineated boundary in accordance with Table 5 of this Plan;*
- b) The authorized use of land in the area and buildings and structures within the delineated boundary; and,*
- c) The minimum densities that are authorized with respect to buildings and structures in the delineated boundary.*

The proposed Concept Plan, as shown on Map 9, identifies the authorized uses of land and the planned population and jobs combined per hectare for the Clarkson MTSA. The uses include Residential, Mixed-use, Employment Business and Employment Commercial Uses. The Concept Plan envisions 15,200 persons (new and existing) and 2,400 jobs (new and existing) for a total 17,600 combined persons and jobs in total which represents a density of 215 persons and jobs combined per hectare. This exceeds the minimum density of 150 combined persons and jobs per hectare target identified for the Clarkson MTSA.

C) Land use compatibility in accordance with provincial standards, guidelines, and procedures

A land use compatibility study, titled "Clarkson Air Quality, Noise and Vibration and Radio Frequency Compatibility Overview Study" (2020), was completed to evaluate potential conflicts with nearby industry if sensitive land uses, including residential, were permitted in the Southdown Employment Area. The land use compatibility study was completed in accordance with provincial standards, guidelines, and procedures; and identified the need for a more in-depth air quality study and human health assessment before the introduction of residential uses in Southdown. This work was completed in 2023 and informs the recommended extent for the removal of lands from the Southdown Employment Area in the Clarkson MTSA.

D) An overall net increase to the total jobs planned for the Employment Area within the delineated boundary

Approximately a third of the Southdown Employment Area lands within the Clarkson MTSA is proposed to be removed to allow for a broader mix of uses (e.g. residential). For the area being removed from the Southdown Employment Area, the Clarkson Master Plan recommends the following to help achieve an overall net increase in the planned number of jobs:

- Replacement of existing non-residential uses as part of any redevelopment;
- Requirement for non-residential uses on the ground floor of new buildings along key streets; and,
- Ensuring policies and zoning permit a full-range of employment generating uses such as office, retail and service commercial uses.

E) How the viability of adjacent Employment Areas will be protected from the impacts of sensitive land uses, including mitigation measures and at the direction of the local municipality, an assessment of various environmental considerations such as impact on local airsheds

The Clarkson Master Plan does not recommend removal of all lands from the Southdown Employment Area in the Clarkson MTSA. Based on the findings of several technical studies (i.e., land use compatibility study, air quality study and human health assessment), the Clarkson Master Plan recommends removal of some lands from the Southdown Employment Area as shown on Map 15. Removal of lands is limited to areas with the least potential impact to industry. This will help ensure the continued viability of the Southdown Employment Area.

For lands being removed from the Southdown Employment Area, the technical studies also identified typical mitigation measures and recommended further assessment as part of the development review process.

F) The mix and ratio of jobs by type (e.g. office, manufacturing, institutional)

The development of a mixed use neighbourhood, and the preservation of much of the existing Southdown Employment Area in the delineated MTSA boundary ensures a diversity and mix of jobs, both existing and new that includes office, manufacturing and commercial jobs.

G) That higher order transit is planned for the Major Transit Station Area within the planning horizon

Metrolinx will be upgrading the Lakeshore West GO Expansion line offering two-way-all day service between Union and Hamilton Stations.

H) The development of complete communities and transit-supportive densities including employment uses

The Clarkson Master Plan proposes to introduce a mix of uses, including residential and non-residential uses, parks, streets, and pedestrian connections which will serve existing and future residents and contribute to complete communities. The Concept Plan (Map 9) would accommodate 215 people and jobs per hectare.

I) Demonstrate how transit-supportive employment densities will be achieved

The Demonstration Plan provides a potential scenario for development that identifies land uses, buildings, roads, and parks. This has been used to generate a future density scenario of 215 persons and jobs combined per hectare, which exceeds the minimum density target for the Clarkson MTSA of 150 persons and jobs combined per hectare. Recommended changes to land uses would require retail and service commercial uses on the ground floor. The Clarkson Master Plan recommends a maximum building height of 25 storeys to accommodate additional growth.

Land Use Compatibility

Development within the Clarkson MTSA is required to undertake various studies including:

- A land use compatibility assessment.
- Dispersion modelling assessment (prior to decision-making on sensitive land uses within employment areas).
- Air quality monitoring program (prior to decision-making on sensitive land uses within employment areas).
- Detailed Noise and Vibration Impact Assessment.

A development application was received in 2022 for lands that are currently designated for employment uses. The lands are generally located northwest of the Southdown and Royal Windsor Drive intersection where the now closed Scooter's Roller Palace used to operate.

An air quality study and human health assessment was completed to evaluate the levels of air pollution from nearby industrial operators, and their potential harmful effects on future residents. These assessments concluded that:

- The primary source of pollution levels are transportation related and are coming from nearby roads and highways;
- That pollution levels are similar to those experienced by other areas of the Greater Toronto Area; and,
- The frequency and source of pollution are not sufficiently elevated to prohibit residential development for the lands subject to the development application.

All of this work was reviewed by team of experts that included Dillon Consulting, the Ministry of Environment, Peel Public Health, the City's own Environment Division and representatives from local industry such as CRH Cement and Petro Canada.

It should be noted that potential impacts stemming from the pandemic were considered, including adopting a conservative approach to the data and making upward adjustments to pollution levels to account for reductions in traffic.

Recommended Official Plan Amendment

- Proceed with an OPA that will include vision, guiding principles, land use designations, roads, parks. Policies should allow for small adjustments to roads and parks to account for the sequencing of development, and site-specific considerations that may arise.
- For lands that are being removed from the Employment Area, include a policy that an air quality study addendum will be required for applications proposing heights greater than 25 storeys (WSP air quality study assumed 25 storey buildings without a density cap).
- For RioCan lands (Clarkson Crossing Shopping Centre) re-designate to a more appropriate designation – e.g. Employment Commercial.
- The industrial multiple site located west of the proposed Main Street is recommended to be removed from the Employment Area. However, the existing Business Employment designation should remain to recognize existing uses and provide transition to heavier employment uses to the west.
- Require retail and service commercial uses on the ground floor for buildings located along Main Street and around the central park, as identified on the Concept Plan.
- Require new housing development to integrate an affordable housing component (as per the City's Inclusionary Zoning By-law).

4.3 URBAN DESIGN GUIDELINES, ZONING, SITE PLAN CONTROL, COMMUNITY BENEFITS & BUSINESS IMPROVEMENT AREA

Following the approval of the Official Plan Amendment, the City should use its Zoning By-law, Site Plan Control and Community Benefits Charge tools to help implement the key directions of the Clarkson Master Plan. The City's Urban Design Guidelines should be updated following the boundary changes to the Clarkson Village Community Node. The City should also explore expanding the Clarkson Village Business Improvement Area (BIA).

Urban Design Guidelines

The City's Urban Design Guidelines for Lakeshore Road West - Clarkson Village reinforces the City's policies and vision of Clarkson Village. It provides additional guidance to ensure a high quality of urban design is achieved.

It is recommended that the City revise the Lakeshore Road West - Clarkson Village Urban Design Guidelines to include the boundary changes to the Clarkson Village Community Node and urban design standards.

Zoning By-law

The changes to the land use designations and the removal of lands from the Southdown Employment Area will require an amendment to the City's Zoning By-law. It is recommended that the City pre-zone the lands concurrently with the Official Plan Amendment, or shortly thereafter. Alternatively, zoning updates can occur no later than one year after the official plan policies come into effect, as per the Planning Act.

Site Plan Control

Site Plan Control may be used by the City in accordance with the Planning Act as a means of achieving well-designed, functional, accessible, safe, sustainable built form and public space. Site Plan Control is one of the key tools for implementing the City's policies on urban design. Site Plan Control/Approvals shall be consistent with all applicable studies, master plans, guidelines and standards approved by the City.

In addition to the provisions of the Zoning By-law, and where different land uses or building types abut each other, transitional features may be required through Site Plan Control, to mitigate potential adverse impacts between developments and to ensure compatible development through visual screening, landscaping, fencing and other forms of buffering. Except as prohibited by legislation, Site Plan Control may be used by the City to ensure:

- Adherence to proper development standards including the provision of adequate public walkways, stairs, elevators and escalators to which members of the public have access from streets, open spaces and interior walkways in adjacent buildings and facilities designed for accessibility for persons with disabilities;
- Safe and efficient movement of both vehicular and pedestrian traffic related to the exterior of a development and the surrounding area, including the relationship of proposed buildings to adjacent buildings, streets, and exterior areas to which members of the public have access;
- Functional and attractive on-site facilities such as landscaping, lighting and garbage facilities are provided and maintained;
- Conveyance of any required lands or easements to the municipality for maintenance or improvements of drainage works, watercourses, public utilities, roadways or similar undertakings;

- Control of the massing and conceptual design of buildings;
- Proper grading, storm drainage and maintenance in regard to surface water and erosion;
- Control of sustainable design elements on any adjoining highway under a municipality's jurisdiction, including without limitation, the use of native plants, trees, shrubs, hedges, and other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle facilities; and,
- Any other controls permitted by legislation.

Community Benefits/Parkland Dedication

The City's Parkland Conveyance By-law (By-law 0137-2022) was approved by City Council on June 22, 2022 and is under appeal at the Ontario Land Tribunal. Bill 23, More Homes Built Faster Act, 2022 (Bill 23) received Royal Assent on November 28, 2022. Medium and high-density residential parkland determinations are being completed in accordance with S.42 and S.51.1 of the Planning Act as amended by Bill 23 which includes a cap on parkland conveyance or cash-in-lieu of parkland of 10% for sites less than 5 hectares and 15% for sites greater than 5 hectares.

On June 22, 2022, City Council approved its first Community Benefits Charge (CBC) By-law 0134-2022 and Community Benefits Charge Strategy. The City charges 4% of the development land value as of the day before the building permit is issued. The City's CBC By-law has several exclusions including uses such as retirement homes, non-profit housing, college, and universities among others, which are not subject to the charge.

Business Improvement Area (BIA)

BIAs allow local businesses and commercial property owners to organize, finance and carry out physical improvements and promotion. They typically oversee the improvement, beautification and maintenance of buildings, structures, and the public realm within a BIA, and promote the area as a place of business and for shopping. Businesses within a BIA are considered members and pay a levy to fund BIA activities.

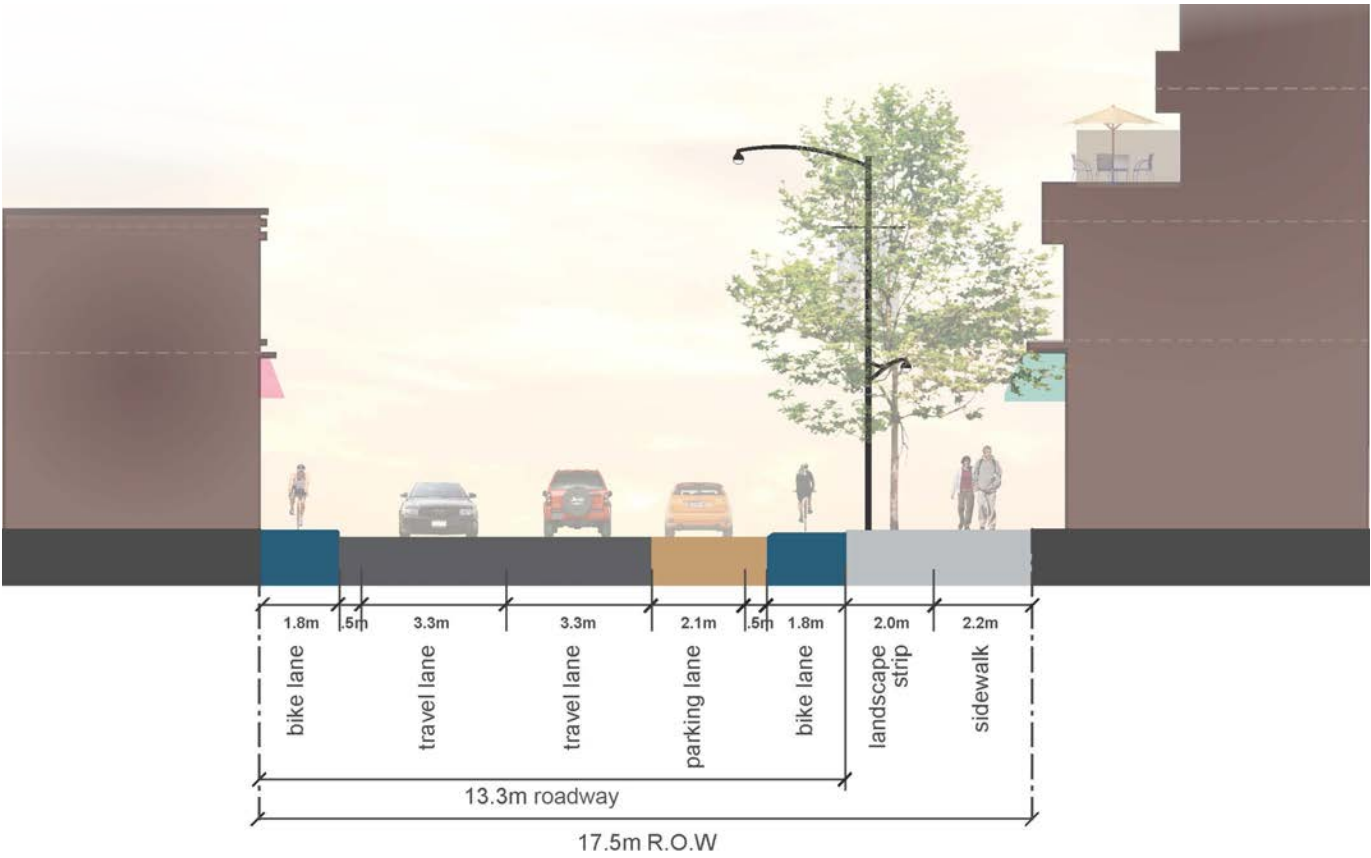
The Clarkson Village BIA comprises over 140 diverse businesses generally along Lakeshore Road West within the Clarkson Village Community Node. With the addition of a new Main Street within the Clarkson MTSA west of Southdown Road, there is an opportunity to expand the BIA to comprise the businesses that are envisioned along this street. This would help promote a unified identity for Clarkson Village and support a coordinated economic development strategy.





5 APPENDICES

5.1 MAIN STREET INTERIM CONDITION



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CLARKSON GO

Major Transit Station Area (MTSA)

MASTER PLAN

 The Planning
Partnership

City of Mississauga

Corporate Report



<p>Date: April 9, 2025</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's files: LA.07-CIT</p>
	<p>Meeting date: April 28, 2025</p>

Subject

PUBLIC MEETING INFORMATION/RECOMMENDATION REPORT (WARDS 1-8 and 10)

Proposed Amendments to the Zoning By-law to Pre-zone Lands in Protected Major Transit Station Areas (MTSAs)

File: LA.07-CIT

Recommendation

That the proposed amendments to Zoning By-law 0225-2007, as detailed in Appendix 2 of the Report dated April 9, 2025 from the Commissioner of Planning and Building, be approved in accordance with the following:

1. That the implementing zoning by-law amendment be enacted at a future City Council meeting, following approval of Mississauga Official Plan 2051 by the Minister of Municipal Affairs and Housing.
2. That notwithstanding planning protocol, that this report regarding the proposed amendments to Zoning Bylaw 0225-2007, be considered both the public meeting and a combined information/recommendation report.

Executive Summary

- Given the housing crisis in the Province and across Canada, the City of Mississauga is committed to removing barriers so that construction of new housing is delivered without unnecessary delay and cost, while also ensuring that development occurs in a way that positively contributes to the City.

- The proposed amendments implement key housing strategies that have been prioritized by all levels of government. Increasing housing supply and affordability that is compact, pedestrian focused and near major transit stations focuses intensification where it is appropriate and leverages existing and future transit investments.
- Pre-zoning of lands in accordance with the City's Official Plan streamlines the municipal planning process, gives certainty to the development community, and implements the City's vision for development in major transit station areas.
- Staff have developed the proposed amendments in accordance with new height and land use policies contained in Mississauga Official Plan 2051, which is scheduled for adoption by Council on April 16, 2025. Should this report's recommendations be approved, staff will prepare the implementing zoning by-law for a future date when Provincial approval of the Official Plan is received.
- The City's proposed pre-zoning exercise has the potential to unlock an estimated 112,000 dwelling units, population of 220,000 and 55,000 jobs compared to what currently exists in the Protected MTSA's today.

Background

Through the Provincial Planning Statement (PPS), the Province of Ontario has prioritized strategic growth areas, including major transit station areas (MTSAs) as the focus of growth and development. To implement this direction, municipalities are required to delineate the boundaries of MTSAs, which are designated as protected major transit station areas (MTSAs) with specific policies, protections and inclusionary zoning as permitted by the *Planning Act*. Mississauga has been proactive in delineating protected MTSAs, and policies to support them are established with the intent of focusing future growth in these key areas. Table 1.0 shows a chronological timetable of this process.

Table 1.0 Chronology of Protected MTSAs in Mississauga

Milestones	Date
Policies adopted by City Council to identify protected MTSA boundaries, establish land use policies, density and height targets (Appendix 1).	August 19, 2022
Adoption by Regional Council. However, all MOPAs were appealed to the OLT.	April 11, 2024
Mississauga Official Plan (MOP) 2051 adopted by City Council. Changes include certain land use designations and taller height permissions. See below for further details.	Scheduled for April 16, 2025
City initiated zoning by-law amendment to implement protected MTSA policies in accordance with MOP 2051. <i>Planning Act</i> requires that this be completed within one year of approval of the official plan.	TBD

The Mississauga Official Plan (MOP 2051) revised some of the Protected MTSA policies by increasing maximum height permissions for certain properties along the Hazel McCallion Line - Hurontario light rail transit (LRT), and the Dundas and Lakeshore bus rapid transit (BRT) lines. The resulting permissions are more in keeping with recent development trends and planning approvals. Mississauga also has numerous planned MTSA's which do not have defined boundaries or height and density targets and therefore are not subject to this project.

Aside from policy changes, the biggest change that the City can make to encourage more housing in Protected MTSA's is to pre-zone certain lands. This would simplify the planning approvals process, encourage developments that are in accordance with the City's vision, and give certainty to the development community. In this regard, direction has been provided in the [Mayor's Housing Task Force Report](#) to 'transform zoning to unlock more housing' through three actions:

- Increase flexibility for density and height in Protected Major Transit Station Areas
- Simplify zoning and reduce regulatory requirements
- Align Official Plan and Zoning By-Law permissions

Staff have prepared this report with proposed amendments to the Zoning By-law to pre-zone 36 Protected MTSA's in the City (see Appendix 1). The proposed amendments implement the Council adopted policies of MOP 2051 by updating height and density permissions and by introducing zoning standards that are more in keeping with contemporary, urban forms of development that creates compact, walkable, mixed-use communities in Protected MTSA's.

The proposed amendments have the potential to unlock 112,000 net new units, population of 222,000 people and 55,000 jobs compared to what currently exists today. Also, to date, Mississauga is the first municipality in Ontario to have a pre-zoning Protected TSA exercise of this scope.

Comments

The following comments are specific to the proposed amendments to the Zoning By-law.

PROPOSED ZONING BY-LAW AMENDMENTS

The proposed amendments update current zoning permissions and ensure conformity and alignment with Protected MTSA policies, endorsed by Council through MOP 2051. The following discussion provides an overview of the recommendations and rationale of the proposed amendments. For a detailed explanation of all proposed amendments, see Appendix 2.

Scope of the Proposed Amendment

In total, 36 Protected MTSA's are included in the scope of the pre-zoning exercise. Planned MTSA's such as Streetsville, Lisgar, and Meadowvale are outside the scope of this proposed

amendment as there are no delineated boundaries to establish heights and densities targets. In addition, certain lands outside the scope of this project include the following. They will remain status-quo, and zoning will remain unchanged (unless changed through a development application).

- Lands designated and zoned for Business Employment, Office, and Motor Vehicle Commercial as current permitted uses and regulations conform to the Official Plan policies
- Properties with an in-process or recently approved development application, along with any official plan, rezoning and/or site plan applications currently under appeal to the Ontario Land Tribunal (OLT)
- Development with little opportunity for intensification such as built-out apartment properties
- School properties
- Lands designated Mixed Use Limited in MOP 2051, as additional studies are required to determine land use compatibility, and any mitigation techniques, if needed, to ensure the appropriate siting, height and density of sensitive land uses such as residential uses in close proximity to existing industrial uses
- Lands that would be required to provide an acceptable Land Use Compatibility Study as part of a complete development application for the lands located on the south side of Dundas Street, east from Cawthra Road to Stanfield Road
- Lands located within the Dixie-Dundas Special Policy Area (SPA) identified in MOP due to flood risk along Etobicoke Creek and Little Etobicoke Creek
- Downtown Core as existing Downtown Core zoning (**CC1-CC4**) already has permissive height and density regulations
- Certain properties (such as Erindale Village) due to cultural heritage considerations
- Lands subject to a Minister's Zoning Orders (MZOs) due to in-effect zoning permissions authorized by the Minister of Municipal Affairs and Housing

Mixed Use and Compact Development in Protected MTSAs

The City's vision for Protected MTSAs, as established by MOP 2051, is to create transit-supportive communities by facilitating a balanced mix of uses, connectivity, high standards of streetscape design and a compact, urban environment. To implement this vision, staff are recommending the use of the following Base Zones throughout the Protected MTSAs, in accordance with the appropriate land use designations:

- **RA8** (Urban Apartments – Mixed Use)
- **RA9** (Urban Apartments)
- **C4** (Commercial – Mainstreet)

On September 11, 2024, Council passed By-law 0162-2024 to introduce new urban apartment zones (**RA6** and **RA7**) into the Zoning By-law 0225-2007, as amended. The intent of the new zones is to facilitate urban, high density apartments and mixed use developments that would be appropriate for Protected MTSAs and other growth nodes in the City. The by-law is currently under appeal and therefore not in effect, resulting in the inability to utilize these two zones as

part of this proposed amendment. As such, staff recommend repealing By-law 0162-2024 and introducing replacing with **RA8** and **RA9** Urban Apartment zones, which will be the same as the **RA6** and **RA7** zones.

The proposed **RA8** zone facilitates mixed use, compact development requiring residential and non-residential uses with a strong relationship between the building and abutting street. The proposed **RA9** zone facilitates compact design while permitting non-residential uses for flexibility. While the **RA8** and **RA9** zones are appropriate for taller buildings, staff are proposing that the **C4** zone be assigned on smaller lots with lower maximum heights such as along Lakeshore Road, Erindale Village and in Malton to allow for some residential intensification but still require non-residential uses on the ground floor.

The proposed amendments avoid perpetuating under-utilized forms of development that are not conducive to compact and pedestrian focused communities, while implementing a vision of a complete community with a mix of residential and non-residential uses.

Minimum and Maximum Heights and Densities

Minimum and maximum heights and densities are key components that will ensure compact urban form in Protected MTSA's and leverage transit investments along these corridors. The MTSA policy study, which concluded in 2022, established appropriate heights and densities for each of the Protected MTSA's in the Official Plan. The greatest heights and densities for Protected MTSA's can be found in the Downtown Core and the Growth Centres (Uptown, Fairview, Cooksville, Hospital). Moderate heights and densities are expected along the Dundas and Lakeshore BRT lines, and the lowest heights and densities are planned for the Mississauga Transitway and in certain neighbourhoods such as Malton and Mineola stretch of the Hazel McCallion Line.

As part of MOP 2051, height permissions were re-evaluated and updated to reflect recent planning trends and approvals across the Protected MTSA's. Updates were made along the Hurontario LRT and Dundas and Lakeshore Corridors, resulting in increases in maximum height for certain areas as follows:

- Additional three storeys (9 to 12) for along Dundas Street; one small area also increased one storey (3 to 4) in Erindale Village
- Additional ten storeys (25 to 35) for certain properties on Hurontario Street, in Uptown and Fairview Growth Centres
- Variety of increases along Hurontario Street in the Cooksville GO, Dundas and Queensway Protected MTSA's, ranging from one storey (3 to 4) to 27 storeys (8 to 35) primarily along Hurontario Street
- Additional one or two storeys (3 to 4 and 2 to 4) for certain properties in Mineola and Port Credit Protected MTSA's; one small area also increased eight storeys (22 to 30)
- Additional one storey (8 to 9) for a vacant property located at 1041 Lakeshore Road East

Staff are recommending that the pre-zoning permissions for maximum height reflect the updated standards that is scheduled for adoption by Council on April 16, 2025. However, as MOP 2051 still requires Ministerial approval, these height increases will not be in effect until approved by the Minister of Municipal Affairs and Housing.

Holding Provisions to Address Servicing and New Public Roads

Pre-zoning lands in Mississauga to encourage redevelopment is not a new concept. The Downtown Core has been pre-zoned since 2001 with no limit on height and density and has resulted in a transformation of the City's Downtown Core in a relatively short period of time. Since pre-zoning would give as-of-right permissions, any considerations for infrastructure must be built into the pre-zoning process. For the Downtown Core, Holding Provisions have been applied to address these issues.

For the pre-zoning Protected MTSA exercise, Holding Provisions are being proposed for the following parcels after consultation with Region of Peel and City staff:

- *Servicing in Port Credit:* The Region of Peel has informed the City that to increase servicing capacity to accommodate intensification in Port Credit, four wastewater-related capital projects will be completed within the Elmwood Sanitary Pumping Station (SPS) wastewater shed in Port Credit. The lands within the Elmwood SPS wastewater shed are roughly bounded by the Credit River to the west, Lake Ontario to the south, the railway tracks to the north, and Rosewood and Elmwood Avenues to the east (see Appendix 3). The four wastewater capital projects are in the Region's capital plan, with an estimated completion date of 2029. Therefore, City staff are recommending Holding Provisions be placed on lands within this area to ensure applicants enter into a Servicing Agreement to the satisfaction of the Region of Peel which will allow the developer to proceed with construction of their development, based on the understanding that expanded servicing capacity is planned for and completion of the capital projects is required prior to occupancy of the development.
- *Conceptual Public Roads:* In some areas of the City, MOP 2051 shows conceptual public roads where there are currently existing properties. The purpose of identifying these roads is to ensure that when large properties are redeveloped, that the City is able to secure the new public roads, providing for appropriate pedestrian and active transportation accessibility, sidewalks, and appropriate right-of-way widths. With a pre-zoning exercise, a Holding Provision is necessary to ensure that a planning process is in place to allow City staff to work with applicants on the ultimate road configuration and the conveyance of the public road(s).

All other necessary City requirements for redevelopment can be secured through the Site Plan Approval or Building Permit processes.

PLANNING ANALYSIS SUMMARY

The Provincial Planning Statement (PPS 2024) establishes overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and economic development.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS 2024 and conform with the applicable provincial plans. Mississauga Official Plan is generally consistent with the PPS 2024 and conforms with the Greenbelt Plan and the Parkway Belt West Plan.

The proposed amendments are consistent with the Provincial Planning Statement. The proposed amendments also conform to the in-effect Mississauga Official Plan with respect to general Protected MTSA policies such as the need for compact and pedestrian-focused forms of development along higher order transit corridors, and the Council-adopted Mississauga Official Plan 2051 where it conforms to increased height permissions for certain properties. A detailed planning policy analysis can be found in Appendix 4. Should policies such as height permissions be adjusted by the Minister, the draft by-law will need to be updated to reflect any changes to ensure conformity with MOP 2051.

NEXT STEPS

MOP 2051 provides policy direction in how Mississauga will develop in the next 25 years and beyond. Upon ministerial approval of the MOP 2051 and the completion of other studies, future citywide zoning conformity work includes:

- Commencing a future phase of the MTSA Pre-zoning project that includes implementation of outstanding matters such as the outcome of the Clarkson MTSA study
- Studying the introduction of a limited number of small-scale commercial uses within neighbourhoods to meet daily needs of local residents
- Reviewing the definition of manufacturing and adding its use permissions to Corporate Centres consistent with the new Official Plan.

Engagement and Consultation

An extensive engagement and consultation program was delivered as part of the development of the MTSA policies. Virtual and in-person community meetings were held throughout 2022, including information sessions with City staff and public meetings with the Planning and Development Committee.

As the pre-zoning Protected MTSA exercise is primarily focused on conformity and alignment with the policy framework, staff have conducted focused consultation with the development

community. Staff met with the Peel Chapter of Building Industry and Land Development Association (BILD) and provided details of the proposed amendments, including proposed zones and regulations for each property within the study.

Financial Impact

Pre-zoning lands within Protected MTSA's reduces the need to submit a rezoning application to facilitate their development. However, because pre-zoning lands does not consider the type of development envisioned by the landowner, variances may still be required to resolve non-conformity of regulations such as landscaping, location of parking spaces, or yard requirements. Therefore, it is envisioned that the number of rezoning applications may be reduced, but the number of variances submitted will increase.

Financial implications are only one metric to measure the importance of pre-zoning. However, an overall reduction in the number of complex planning applications reducing processing times is an important factor to building homes faster.

Conclusion

The proposed zoning by-law amendments are acceptable from a planning perspective and should be approved as they will promote compact urban form along the City's intensification corridors such as the Hurontario LRT and the future Dundas and Lakeshore BRT, the Mississauga Transitway, and Clarkson and Malton GO Stations, leverage existing and future higher order transit and cycling infrastructure and contribute to overall city building within Protected MTSA's while also meeting City and Provincial goals for housing affordability and supply.

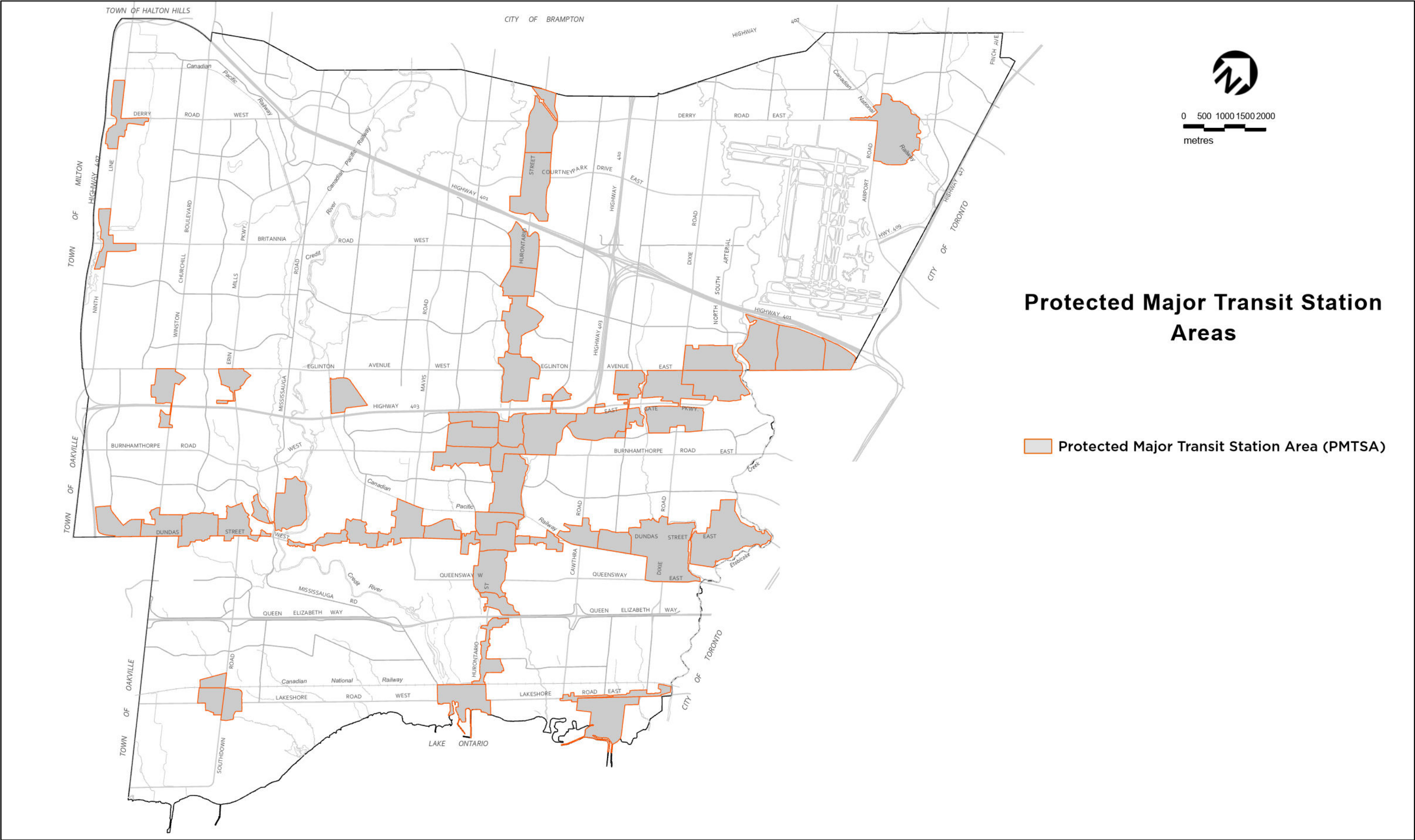
Attachments

- Appendix 1: Map of Protected Major Transit Station Areas Subject to Pre-zoning
- Appendix 2: Proposed Zoning By-law Amendments
- Appendix 3: Port Credit MTSA Proposed Developments & Sewer Sheds
- Appendix 4: Detailed Planning Analysis



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

Prepared by: Tim Lee, Planner



Proposed Zoning By-law Amendments

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
Part 1: Administration, Interpretation and Enforcement			
1	Table 1.1.2.2 – Base Zone Symbols	Introduce Urban Apartment Zones, RA8 and RA9 , to the Apartment Base Zone Table.	City council approved Urban Apartment Zones, RA6 and RA7 Zones through By-law 0162-2024 but has since been appealed. These new Residential Apartment Zones are important to facilitate urban-type development and to maximize development opportunities within the Protected Major Transit Station Areas (PMTSAs). The zoning standards are more appropriate for urban environments, including reduced setbacks and landscaped buffers, and greater emphasis on street activation.
Part 1.2: Definitions			
2	Podium	Introduction of a newly defined term, “podium”, within the Zoning By-law.	The Urban Apartment Zones, RA8 and RA9 , will require a podium located at the base of an apartment building, distinguished from the tower portion and subject to podium-specific regulations.
3	Tower Floor Plate	Update the existing defined term “tower floor plate” to include reference to the newly defined term, “podium”.	The “tower floor plate” definition includes a mention of podium, which will be bolded to reflect and reference the newly introduced defined term “podium”.

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
Part 2: General Provisions			
4	2.1.9.14 2.1.9.15 2.1.9.16	Revise Schedules 2.1.9.14(1), 2.1.9.14(2), 2.1.9.15(1), 2.1.9.15(2) 2.1.9.16(1) and 2.1.9.16(2) to reflect the proposed changes to the zoning of certain lands within Port Credit.	The proposed amendment updates the mapping to reflect the most updated zones. Amendment does not impact the intent of these regulations.
5	(New)	<p>A series of regulations (known as Transition Clauses) where its purpose is to:</p> <ol style="list-style-type: none"> 1. Ensure Building Permit applications that are either in process or has yet to be submitted, but have an approved Site Plan, can continue to be reviewed against the formerly in-effect permissions. 2. Allow site plan and draft plan applications that have been received prior to the approval of the proposed amendments to continue to be reviewed based on the previously existing zoning standards. 3. Legally existing buildings are deemed to comply, and permit expansions of up to 10% of the gross floor area. 	<p>The intent of the proposed amendments is to ensure that legally existing uses and permissions maintain conformity rather than legal non-conforming status in the Zoning By-law. The transition clause allows businesses to continue operating and allow limited expansions of up to 10%, recognizing that businesses need to grow and expand over time.</p> <p>Transition clauses allow building permit, site plan, and draft plan of subdivision received prior to the in-effect date of the proposed amendments to continue to be reviewed based on the former zoning standards.</p>

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
Part 4.1: General Provisions for Residential Zones			
6	Article 4.1.2.1 – Accessory Buildings and Structures	Update to include the Urban Apartment Zones, RA8 and RA9 . The intent of the regulation remains unchanged.	Article 4.1.2.1 includes the permissions and regulations for accessory buildings and structures and this provision is updated to include the Urban Apartment Zones, RA8 and RA9 . This regulation applies to the existing Apartment Zones, RA1 to RA5 .
7	Article 4.1.9.3 – Driveways and Parking	Update to include the Urban Apartment Zones, RA8 and RA9 . The intent of the regulation remains unchanged.	Article 4.1.9.3 does not allow tandem parking, and this provision is updated to include the Urban Apartment Zones, RA8 and RA9 . This regulation applies to the existing Apartment Zones, RA1 to RA5 .
8	Article 4.1.15.5 – Guest Units	Update to include the Urban Apartment Zones, RA8 and RA9 . The intent of the regulation remains unchanged.	Article 4.1.15.5 lists the zones permitting guest units and this provision is updated to include the Urban Apartment Zones, RA8 and RA9 . This regulation applies to the existing Apartment Zones, RA1 to RA5 .

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
Parts 4.2.2, 4.10 to 4.12, 4.13A, 4.14A Residential Exception Zones			
9	Section: 4.2.2: RL Zone 4.2.2: RS Zone 4.10.2: RM4 Zone 4.11.2: RM5 Zone 4.12.2: RM6 Zone 4.13A.2: RM8 Zone 4.14A.2: RM11 Zone	Deleting Sentences and Clauses in the Exception Tables, and adding new Exception Tables to add and modify: <ul style="list-style-type: none"> • Minimum and maximum heights; • Land Use; and, • Regulations that implement site specific policies in the Mississauga Official Plan (MOP) 2051. Proposed amendments also reflect the recent City Council approved RL and RS Zones through the Neighbourhood Zoning Review, which replaces the R1-R11 , R15 and RM1 and RM2 Zones.	To implement in-effect PMTSA policies and the recent Council adopted PMTSA policies and height and density schedules through Mississauga Official Plan (MOP) 2051 into the proposed amendment through site specific exceptions. Incorporating policies of the MOP 2051 provides clarity to the landowner of ultimate development potential.

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
Part 4.15: Apartment Zones			
10	Part 4 – Residential Zones	Introduce 'Section 4.17 and 'Table 4.17.1 – RA8 and RA9 Permitted Uses and Zone Regulations'.	This section and table outline the standards and regulations that would apply to the Urban Apartment Zones, RA8 and RA9 and follows the repeal of the council approved Urban Apartment Zones, RA6 and RA7 .
		Introduce Line 2.0, Permitted Uses and Accessory Uses, to Table 4.17.1 – RA8 and RA9 Permitted Uses, and Zone Regulations. Permitted Residential uses include <ul style="list-style-type: none"> • Apartment • Long-Term Care Building • Retirement Home 	This section includes the permitted uses and accessory uses for the Urban Apartment Zones, RA8 and RA9 .
		Additional non-residential uses shall be required in accordance with Section 4.17 of this By-law for Urban Apartment Zone, RA8 .	The Urban Apartment Zone, RA8 implements the Mixed Use land use designation in the Mississauga Official Plan and requires accessory uses.
		Additional non-residential uses shall be permitted on the first storey in accordance with Section 4.17 of this By-law for Urban Apartment Zone, RA9 .	The Urban Apartment Zone, RA9 implements the Residential High Density land use designation and permits non-residential uses on the first storey of an apartment building.

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
10	Part 4 – Residential Zones (continued)	Introduce Lines 3.0 – 5.0 (Lot Frontage, Tower Plate Size, and Height) Zone Regulations, to Table 4.17.1 – RA8 and RA9 Permitted Uses, and Zone Regulations. Minimum lot frontage: 30.0 m	This section includes minimum lot frontage, maximum tower floor plates, maximum height, and minimum and maximum podium heights for the Urban Apartment Zones, RA8 and RA9
		Maximum tower floor plate: For a building less than 12 storeys: 1,000 m ² For a building greater than or equal to 12 storeys: 750 m ²	The maximum tower floor plate reduces excessive shadowing on abutting properties. Shorter buildings impose less of a shadowing and therefore larger floor plates are permitted.
		Maximum height: 78.5 m and 25 storeys Minimum podium height: 10.7 m and 3 storeys Maximum podium height: 20.0 m and 6 storeys	As of right height permissions envisions urban-type development with a podium of a minimum height at the base of the tower.
		Minimum height of the first storey containing dwelling units: 0.6 m above finished grade (RA9 Zone only) Maximum height of the first storey containing dwelling units: 1.2 m above finished grade (RA9 Zone only)	A minimum height of the first storey containing a dwelling unit ensures privacy for units looking out onto the street.

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
10	Part 4 – Residential Zones (continued)	<p>Yards and Tower Separation Zone Regulations, to Table 4.17.1 – RA8 and RA9 Permitted Uses, and Zone Regulations.</p> <p>Minimum Front and Exterior Side Yard to a podium: 2.0 m (RA8 Zone); 4.0 m (RA9 Zone)</p> <p>Maximum Front and Exterior Side Yard to a podium: 4.0 m (RA8 Zone); 6.0 m (RA9 Zone)</p> <p>Minimum setback to the exterior face of the tower from the portion of the building containing a podium: 3.0 m</p> <p>Minimum Rear and Interior Side Yard to a podium: 4.5 m</p> <p>From the Rear and Interior Side Yard lot lines to the tower: 15.0 m</p>	<p>This section includes minimum and maximum Front and Exterior Side Yard and Rear and Interior Side Yard requirements for the Urban Apartment Zones, RA8 and RA9.</p>
		<p>Where an interior side or rear lot line, or any portion thereof, abuts a zone permitting detached and semi-detached dwellings, and various forms of townhouses: 7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m.</p>	<p>Additional setback requirements for lots that abut a zone that permits detached and semi-detached dwellings, and various forms of townhouse dwellings to avoid overshadowing and provide for a transition.</p>

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
10	Part 4 – Residential Zones (continued)	Minimum above grade separation between exterior of the towers located on the same lot, exclusive of projections: 30.0 m.	Minimum grade separation between towers on the same lot of 30.0 m for the Urban Apartment Zones, RA8 and RA9 . The purpose of tower separation is to minimize wind tunnel effects on the ground and on the roofs of podiums, which maximizes pedestrian comfort. Tower separation also allows sunlight access and minimizes shadow impacts.
		<p>Introduce Line 9.0 (Street Frontage) Zone Regulations, to Table 4.17.1 – RA8 and RA9 Permitted Uses, and Zone Regulations.</p> <p>A minimum of 50% of the area of the first storey streetwall of a building containing an additional use shall contain glazing.</p> <p>Each individual unit containing an additional use with a first storey streetwall shall provide pedestrian access facing a street line.</p> <p>For an additional use above the first storey and along the streetwall, pedestrian access shall be provided facing a street line (RA8 Zone).</p> <p>Each individual dwelling unit on the first storey shall provide pedestrian access to a sidewalk (RA9 Zone).</p>	<p>This section includes street frontage requirements for the Urban Apartment Zones, RA8 and RA9.</p> <p>The purpose of these standards regulates how the streetwall animates with the public sidewalk and street. Street animation is maximized in an Urban Apartment Zone, RA8 due to non-residential use requirements. Further animation is achieved through minimum glazing on the first storey. In addition, each unit (residential and non-residential uses) on the first storey shall also provide pedestrian access facing the street.</p>

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
10	Part 4 – Residential Zones (continued)	<p>Introduce Line 10.0 (Encroachment and Projections) Zone Regulations, to Table 4.17.1 – RA8 and RA9 Permitted Uses, and Zone Regulations.</p> <p>Maximum projection of a balcony measured from the outermost face or faces of the podium from which the balcony projects: 0.0 m (RA8 Zone); 1.8 m (RA9 Zone)</p> <p>Maximum encroachment of a balcony into a required yard: 0.0 m (RA8 Zone); 1.8 m (RA9 Zone)</p> <p>Maximum projection of a balcony measured from the outermost face or faces of the tower from which the balcony projects: 1.8 m</p> <p>Canopies and/or awnings on the first storey shall be permitted to encroach into a required yard provided there is a minimum 2.0 m setback from the lot line.</p> <p>Stairs accessing dwelling units located on the first storey shall be permitted to encroach into a required yard (RA9 Zone).</p>	<p>Encroachment and projection requirements for the Urban Apartment Zones, RA8 and RA9.</p> <p>These regulations permit encroachments and projections for balconies, canopies, awnings, and stairs.</p>

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
10	Part 4 – Residential Zones (continued)	<p>Introduce Lines 11.0 and 12.0 (Parking) Zone Regulations, to Table 4.17.1 – RA8 and RA9 Permitted Uses, and Zone Regulations.</p> <p>At grade parking spaces, aisles, and parking structures shall not be permitted between a wall of a building or structure and a lot line abutting a street</p> <p>Minimum setback from surface parking spaces and aisles to any lot line that is not a street line: 3.0 m</p> <p>Minimum setback from a parking structure above or partially above finished grade to any lot line that is not a street line: 4.5 m</p>	<p>This section includes parking locational requirements for the Urban Apartment Zones, RA8 and RA9.</p> <p>Parking requirements for all land use types in Protected Major Transit Station Areas were eliminated through By-law 0199-2024 and in accordance with the <i>Planning Act</i>. Landowners determines the number of parking spaces to provide in a development.</p> <p>Locational requirements of parking spaces, aisles, and parking structures ensures there is sufficient distance from a street line for streetscape purposes, but also that surface parking is located away from the public realm.</p>
		<p>Driveway, condominium roads and aisles are permitted to be shared with abutting lands with the same zone and/or zoned to permit back-to-back and stacked townhouses, townhouses or apartments, or any combination thereof.</p>	<p>A comprehensive development often includes various forms of townhouses and other apartments. A regulation to permit the sharing of driveways, condominium roads and aisles with lands zoned for other forms of high-density residential development ensure flexibility and efficiency.</p>

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
10	Part 4 – Residential Zones (continued)	<p>Introduce Lines 13.0 and 14.0 (Parking) Zone Regulations, to Table 4.17.1 – RA8 and RA9 Permitted Uses, and Zone Regulations.</p> <p>Minimum depth of a landscaped buffer abutting all lot lines that is not a street line abutting lands with an Open Space and/or Greenlands Zone: 4.5 m</p> <p>Minimum depth of a landscaped buffer along all lot lines that is not a street line: 3.0 m</p> <p>Minimum amenity area: 4.5 m² per dwelling unit</p> <p>Minimum amenity area to be provided outside in a contiguous area: 55 m²</p> <p>Permit Accessory Buildings and Structures</p>	<p>This section includes Landscape and Amenity Area requirements for the Urban Apartment Zones, RA8 and RA9.</p> <p>A landscaped buffer along all lot lines but not a street line ensures separation from abutting uses.</p> <p>Minimum amenity area requirements ensure residents have sufficient recreational facilities only available to residents of the development. Amenities can be indoors such as a party room, golf centre, and gym. Outdoor amenities include a pool, cabana, playground, and dog park.</p>

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
11	Article 4.17.1.2 – Additional uses in RA8 and RA9 Zone	<p>Additional uses in RA8 and RA9 zones are limited to any combination of:</p> <ol style="list-style-type: none"> 1. Public and Private School 2. Place of Religious Assembly 3. Day Care 4. Essential Emergency Service 5. Community Centre, Community Athletic Field, Public Walkway and/or Library 6. Transit Terminal and/or Transit Corridor 7. Home Office 8. Short-term Accommodation 9. Permanent Outdoor Patio 10. Retail, Restaurant, Veterinary Clinic, Service Establishment 11. Financial Institution 12. Medical Office 13. Office 14. Recreational and Entertainment Establishment 15. Private Club 16. Repair Establishment 	<p>This article lists the non-residential uses that would either be required in the Urban Apartment Zone, RA8, or permitted in the Urban Apartment Zone, RA9.</p> <p>These uses would meet the daily and weekly needs of residents and would animate the streetwall with uses that also attracts residents and visitors from the surrounding area.</p> <p>The list of uses ensures individual units can be leased out and be as flexible as possible.</p>
12	Article 4.17.1.3 – Minimum Unit Depth	The minimum depth of a unit on the first storey containing an additional use contained in Subsection 4.17.1.2 shall be 10.0 m.	The regulation requires a minimum unit depth to avoid an undersized floor plan.
13	Article 4.17.1.4 – Minimum Unit Ceiling Height	The minimum height of a unit on the first storey containing an additional use contained in Subsection 4.17.1.2 shall be 4.5 m	The regulation requires a minimum ceiling height allows for certain uses such as Restaurants and Recreational and Entertainment Establishment have sufficient height clearance.

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
14	Article 4.17.1.5 – Minimum GFA for additional uses for RA8 Zone	A minimum of 10% of the overall gross floor area (GFA) on a lot shall be required for additional uses contained in Subsection 4.17.2 for properties zoned RA8 .	A regulation requiring a minimum amount of gross floor area for non-residential uses identified in Article 4.17.2. The regulation ensures a greater mix of land uses
15	Article 4.17.1.6 – Use restrictions in residential buildings in an RA8 Zone	Dwelling units shall not be permitted on the first storey of an apartment, long term care building or retirement building for properties zoned RA8.	Whereas residential uses are permitted for an apartment, long term care building, or retirement building for properties zoned RA9, dwelling units are not permitted on the first storey for similar development for properties zoned RA8. The intent is to require uses on the first floor that animates the street and encourages surveillance of the sidewalk by requiring uses that promotes street activity.
16	Article 4.17.1.7 – Certain regulations shall not apply to the RA8 and RA9 Zones	The provisions contained in Subsection 2.1.14 which regulated centreline setbacks of designated right-of-way widths shall not apply to the RA8 and RA9 zones.	The purpose of a setback to centreline requirement is to ensure that the desired right-of-way remains unencumbered by buildings or structures until such time that the municipality obtains them. For the RA8 and RA9 zones, a rezoning and/or site plan application will be required, so the centreline setback requirement is unnecessary.

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
17	Article 4.17.1.8 – Tower Separation with a mutual Podium	For a building containing a podium connecting two or more towers, each tower shall be considered a separate building for the purposes of calculating tower floor plate.	<p>This regulation clarifies that where two or more towers are physically connected through a mutual podium, that the tower floor plate are calculated separately.</p> <p>For example, for a mixed use development containing three towers physically connected through a mutual podium, each tower can have a maximum floor plate of 750 square metres.</p>
Parts 4.15.2 to 4.15.6, 4.17.2 to 4.17.3 Residential Apartment and Urban Apartment Exception Zones			
18	Section: 4.15.2: RA1 4.15.3: RA2 4.15.4: RA3 4.15.5: RA4 4.15.6: RA5 4.17.2: RA8 4.17.3: RA9	Deleting Sentences and Clauses in the Exception Tables, and adding new Exception Tables to add and modify: <ul style="list-style-type: none"> • Minimum and maximum heights; • Minimum and maximum FSI; • Land Use; and • Regulations that implement site specific policies in the Mississauga Official Plan (MOP) 2051. 	To implement in-effect PMTSA policies and the recent Council adopted PMTSA policies and height and density schedules through Mississauga Official Plan (MOP) 2051 into the proposed amendment through site specific exceptions. Incorporating policies of the MOP 2051 provides clarity to the landowner of ultimate development potential.

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
Part 5 Office Exception Zones			
19	Section: O1 O2	<p>Deleting Sentences and Clauses in the Exception Tables, and adding new Exception Tables to add and modify:</p> <ul style="list-style-type: none"> • Minimum and maximum heights; • Land Use; and, • Regulations that implement site specific policies in the Mississauga Official Plan (MOP) 2051 	<p>To implement in-effect PMTSA policies and the recent Council adopted PMTSA policies and height and density schedules through Mississauga Official Plan (MOP) 2051 into the proposed amendment through site specific exceptions. Incorporating policies of the MOP 2051 provides clarity to the landowner of ultimate development potential.</p>
Parts 6.2.2 and 6.2.5 Commercial Exception Zones			
20	Section: C1 C4	<p>Deleting Sentences and Clauses in the Exception Tables, and adding new Exception Tables to add and modify:</p> <ul style="list-style-type: none"> • Minimum and maximum heights; • Land Use; and, • Regulations that implement site specific policies in the Mississauga Official Plan (MOP) 2051 	<p>To implement in-effect PMTSA policies and the recent Council adopted PMTSA policies and height and density schedules through Mississauga Official Plan (MOP) 2051 into the proposed amendment through site specific exceptions. Incorporating policies of the MOP 2051 provides clarity to the landowner of ultimate development potential.</p>

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
Part 13: Zoning Maps			
21	Zoning Map Number 1, 3-8, 10-28, 30-35E, 36W, 37E, 40W, 43W, 44E, 48W, 49E, 51W, 52E, 55-59 of Schedule "B"	<p>Zoning Maps are amended to reflect the addition and deletion of zones in the abovementioned zone categories.</p> <p>To provide a general overview of proposed zones, see the following link:</p> <p>MTSA PreZone</p>	The purpose of updating the Zoning Maps ensures the changes in the Exception numbers are reflected in the maps and provides clarity to the reader.
Repealing of By-law 0162-2024			
22	n/a	Upon the coming into force and effect of this By-law, By-law 0162-2024, as it relates to the creation of urban apartment zones (RA6 and RA7), is hereby repealed.	<p>By-law 0162-2024 was passed by City Council on September 11, 2024 to insert urban apartment zones (RA6 and RA7) into Zoning By-law 0225-2007. However, the By-law has since been repealed.</p> <p>The urban apartment zones facilitate compact urban development in PMTSAs, as the RA6 requires commercial uses to animate the street with shops and restaurants, and the RA7 Zone permits commercial uses at grade.</p> <p>By-law 0162-2024 is being repealed as the RA6 and RA7 zones are replaced with new urban apartment zones (RA8 and</p>

#	SECTION	PROPOSED REVISION	COMMENT/EXPLANATION
			RA9) in the proposed amendment, which are identical to the RA6 and RA7 zones.

Note: In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before the by-law is passed by Council.



**Port Credit MTSA
City of Mississauga**

- Existing Wastewater Main
- MTSA Port Credit - Boundary
- Elmwood SPS Shed Area
- Wastewater Pumping Station



**Information/Recommendation Report
 Detailed Planning Analysis
 City Initiated Zoning By-law Amendment**

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1. Summary of Applicable Policies, Regulations and Proposed Amendments

The Planning Act requires that Mississauga Official Plan be consistent with the Provincial Planning Statement and conform with the applicable provincial plans. The policy and regulatory documents that affect these proposed amendments have been reviewed and summarized in the sections below.

Only key policies relevant to the proposed amendments have been included. The summary tables listed in the subsections below should be considered a general summary of the intent of the policies and should not be considered exhaustive. The proposed amendments have been evaluated based on these policies.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Planning Statement (PPS) (2024)	<p>The Provincial Planning Statement (2024) provides policy direction on matters of provincial interest related to land use planning and development.</p> <p>Zoning and development permit by-laws should facilitate opportunities for an appropriate range and mix of housing options. (PPS 2024 Ch. 1)</p> <p>Building Homes, Sustaining Strong and Competitive Communities (PPS 2024 Ch. 2)</p> <p>Official plans shall identify provincial interests and set out appropriate land use designations and policies (PPS 2024 Policy 6.1)</p> <p>Planning authorities' role to keep zoning by-laws up to date with their official plans and the PPS (PPS 2024 Policy 6.6)</p>	<p>Increase the supply and mix of <i>housing options</i>, addressing the full range of housing affordability needs; prioritizing compact and transit-supportive design to support access to housing, quality employment, services and recreation. (PPS 2024 Ch. 1)</p> <p>Provide a range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, by maintaining at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development. (PPS 2024 2.1.4.a))</p> <p>Planning authorities should support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses. (PPS 2024 2.1.6.a))</p>

		<p>Land use patterns within settlement areas should be based on densities and a mix of land uses which efficiently use land and resources; optimize existing and planned infrastructure and public service facilities; support active transportation; and, are transit supportive. (PPS 2024 2.3.1.2)</p> <p>To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:</p> <ul style="list-style-type: none"> a) to accommodate significant population and employment growth; b) as focal areas for education, commercial, recreational, and cultural uses; c) to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and d) to support <i>affordable</i>, accessible, and equitable housing. (PPS 2024 2.4.1.2) <p>Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:</p> <ul style="list-style-type: none"> a) planning for land uses and built form that supports the achievement of minimum density targets; and b) supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit supportive and promote complete communities. <p>(PPS 2024 2.4.2.3)</p>
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		<p>All major transit station areas should be planned and designed to be transit supportive and to achieve multimodal access to stations and connections to local and regional transit services to support transit service integration <i>and</i> accommodate a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking. (PPS 2024 2.4.2.6)</p> <p>Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate by achieving compact, transit-supportive, and complete communities and promoting green infrastructure, low impact development, and active transportation. (PPS 2024 2.9.1.d))</p>
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Mississauga Official Plan (in-effect)

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS 2024 and conforms with the Greenbelt Plan and Parkway Belt West Plan. An Official Plan Review was recently conducted and Mississauga Official Plan 2051 is scheduled to be adopted by City Council on April 16, 2025 (see below).

As of July 1, 2024, the Region of Peel's Official Plan (ROP) has been deemed to form part of an official plan of Mississauga.

The proposed City-initiated Zoning By-law amendments do not require an amendment to Mississauga Official Plan (MOP).

Relevant Mississauga Official Plan (in-effect) Policies

The following policies are applicable in the review of the proposed city initiated zoning by-law amendments. In some cases, the description of the general intent summarizes multiple policies.

	General Intent
Chapter 1 Introduction	Strategic Plan: Developing a Transit Oriented City Pillar Relevant Strategic Goals: <ul style="list-style-type: none"> • Connect our City • Build a Reliable and Convenient System • Increase Transportation Capacity • Direct Growth
	Strategic Plan: Completing Our Neighbourhoods Relevant Strategic Goals:

	<ul style="list-style-type: none"> • Develop Walkable, Connected Neighbourhoods • Build Vibrant Communities • Provide Mobility Choices • Build and Maintain Infrastructure • Create a Vibrant Downtown
Chapter 4 Vision	<p>Mississauga will provide a range of mobility options (e.g., walking, cycling, transit, vehicular) for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts. (Section 4.4.5)</p> <p>Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life. (Section 4.4.6)</p> <p>Mississauga will support the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression and inclusiveness. (Section 4.4.7)</p> <p>Mississauga will direct growth by focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, services and facilities. (Section 4.5 – Direct Growth)</p> <p>Mississauga will create a multi-modal city by: developing and promoting an efficient, safe and accessible transportation system for all users; promoting a transportation network that connects nodes with a range of transportation modes, to reduce dependency on cars for local trips; promoting transit as a priority for moving people; and implementing a viable and safe active transportation network for cyclists and pedestrians of all abilities. (Section 4.5 - Create a Multi-Modal City)</p> <p>Mississauga will build a desirable urban form by creating vibrant mixed use communities. (Section 4.5 - Build a Desirable Urban Form)</p>
Chapter 5 Direct Growth	<p>Corridors support high levels of transit use and mobility options through encouraging compact, mixed use development in appropriate locations. (Section 5.1 – Introduction)</p> <p>Most of Mississauga's future growth will be directed to Intensification Areas (Section 5.1.4)</p> <p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p>

	<p>The population and employment forecasts are premised on the adequacy of services and infrastructure to support growth in the appropriate locations. This includes the Mississauga Bus Rapid Transit corridor and higher order transit along Hurontario Street and Dundas Street. (Section 5.1.10)</p> <p>The City Structure is the basis of the following urban hierarchy:</p> <ul style="list-style-type: none"> • The Downtown will contain the highest densities, tallest buildings and greatest mix of uses; • Major Nodes will provide for a mix of population and employment uses at densities and heights less than the Downtown, but greater than elsewhere in the city. (Section 5.3 – City Structure)
<p>Chapter 5 Direct Growth (continued)</p>	<p>The Downtown will be served by frequent transit services, including higher order transit facilities, which provide connections to all parts of the city and to neighbouring municipalities. (Section 5.3.1.12)</p> <p>The Downtown will be developed to support and encourage active transportation as a mode of transportation. (Section 5.3.1.13)</p> <p>Major Nodes will be served by frequent transit services, including higher order transit facilities, which provide connections to destinations within the city and to neighbouring municipalities, and will be developed to support and encourage active transportation as a mode of transportation. (Sections 5.3.2.12 and 5.3.2.13)</p> <p>Community Nodes includes Dixie and Dundas and Port Credit, and are Intensification Areas. (Sections 5.3.3.1 and 5.3.3.3)</p> <p>Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the Corridor. Development on Corridors should be compact, mixed use and transit friendly. (Sections 5.4.3 and 5.4.4)</p> <p>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located. (Section 5.4.8)</p> <p>Not all segments of Intensification Corridors are appropriate for intensification. (Section 5.4.12)</p> <p>Lands within the Dundas Street Corridor correspond to the delineated boundaries of the protected Major Transit Station Areas located along Dundas Street extending from the City of Toronto in the east to the Town of Oakville in the west (Section 5.4.16)</p> <p>Development will contribute to the creation of a predominantly mid-rise corridor, with maximum building heights of 12 storeys except in key locations where additional heights are permitted, up to a maximum of 25 storeys. Specific height requirements for the corridor are identified in the Major Transit Station Area Section of this Plan (Section 5.4.17)</p>

	<p>Development will be designed and located to:</p> <ul style="list-style-type: none"> • Incorporate podiums that are generally a minimum of 3 storeys and a maximum of six storeys except where the building height is 9 storeys or less; • Introduce flexible ground floor non-residential spaces that are easily convertible to accommodate a diverse range of businesses that promote the vibrancy of Dundas Street; and, • Prohibit surface parking between a building and the street (Section 5.4.18)
<p>Chapter 5 Direct Growth (continued)</p>	<p>Land use compatibility assessments will be required to determine the suitability of sensitive land uses, such as residential, in proximity to employment areas (Section 5.4.19)</p> <p>Intensification and development on lands within the regulatory storm flood plain that poses an unacceptable risk, will not be permitted prior to the completion of City initiated flood studies and the construction of recommended mitigation measures, where necessary (Section 5.4.20)</p> <p>The road network will be expanded to provide increased connectivity, a fine-grained multi-modal transportation network, and encourage multi-modal access through the creation of smaller development blocks with new roads and pedestrian connections and prioritize pedestrian and cycling connections to transit facilities (Section 5.4.22) (under appeal)</p> <p>The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, and planned to reflect their role in the City Structure hierarchy. (Sections 5.5.1 and 5.5.4)</p> <p>A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas. (Section 5.5.7)</p> <p>Where there is a conflict between the Intensification Area policies and policies regarding the Natural Heritage System and heritage resources, the policies of the Natural Heritage System and heritage resources will take precedence. (Section 5.5.11)</p> <p>Intensification Areas will be served by transportation Corridors containing transit and active transportation and may contain higher order transit facilities. (Section 5.5.15)</p>

	<p>A City-initiated comprehensive planning study is required for a Protected Major Transit Station Area, the study will set out, among other matters, policies to support:</p> <p>An appropriate mix of land uses and amenities that foster vibrant, transit supportive neighbourhoods</p> <ul style="list-style-type: none"> • Development to accommodate growth that respects the character and scale of the surrounding community • Improved access and connectivity to transit stations and stops • Land use compatibility and the separation or mitigation of impacts on sensitive land uses • Protection of lands that may be required for future enhancement or expansion of transit infrastructure (Section 5.7.1.5)
Chapter 5 Direct Growth (continued)	<p>Inclusionary zoning will apply to specific Protected Major Transit Station Areas to increase housing affordability (Section 5.7.1.6)</p> <p>Development will be compatible with surrounding uses and mitigate impacts to and not interfere with existing or future operations of adjacent uses in Employment Areas (Section 5.7.5.1)</p>
Chapter 6 Value the Environment	<p>Mississauga will consider the impacts of climate change that may increase risks to the city. Mississauga will develop policies on climate change that will:</p> <ol style="list-style-type: none"> a. promote development and land use patterns that conserve and enhance biodiversity and consider the impacts of a changing climate; and, b. promote and protect green infrastructure (Section 6.1.11) <p>Mississauga will build communities that are environmentally sustainable and encourage sustainable ways of living (Section 6.2.2)</p> <p>Mississauga will require development proposals to address the management of stormwater using stormwater best management practices (Section 6.2.7)</p> <p>To improve air quality, Mississauga will:</p> <ol style="list-style-type: none"> a. promote the use of alternative modes of transportation such as transit, cycling and walking; b. give preference to compact, mixed use and transit oriented development that reduces car dependency; c. direct growth to Intensification Areas; d. encourage a balance of housing and jobs that provide opportunities for shorter commutes and active transportation modes (Section 6.5.1)

Chapter 6 Value the Environment (continued)	<p>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 (Section 6.5.5)</p> <p>To ensure that contaminated sites are identified and appropriately addressed by the proponent of development, the following will be required:</p> <ol style="list-style-type: none"> a. the owners of lands proposed for development will submit information as required by the City to identify the potential for contamination; b. landowners will consider all potential sources of contamination such as disposal of waste materials, raw material storage, residue left in containers, maintenance activities and spills and may also include contamination from adjacent commercial properties, such as, gas bars, motor vehicle service stations, motor vehicle repair garages and dry-cleaning facilities (Section 6.7.1)
Chapter 7 Complete Communities	In order to create a complete community and develop a built environment supportive of public health, the City will encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses. (Section 7.1.3a)
Chapter 8 Create a Multi-Modal City	<p>Mississauga will strive to create a transportation system that reduces dependence on non-renewable resources. (Section 8.1.4)</p> <p>Consideration will be given to reducing off-street parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking. (Section 8.4.3)</p> <p>Within Intensification Areas, Mississauga will consider reducing minimum parking requirements to reflect transit service levels. (Section 8.4.7a)</p>
Chapter 11 General Land Use Designations	<p>The introduction of the Mixed Use Limited designation which permit all uses within the Mixed Use Designation except for: sensitive land uses, including residential and drive-through facilities, but also permit additional commercial uses such as banquet halls, media and broadcast facilities, conference centres, and entertainment and sports facilities (Section 11.2.7.1)</p> <p>Residential uses and other sensitive land uses may be permitted</p> <ul style="list-style-type: none"> • Without an Official Plan amendment where the use can be appropriately designed, buffered and/or separated from Employment Areas and/or major facilities • Is not impacted by adverse effects from air, vibration, noise, dust, odour and other fugitive emissions • Does not pose a risk to public health and safety

Chapter 11 General Land Use Designations (continued)	<ul style="list-style-type: none"> • Prevents or mitigates negative impacts and minimizes the risk of complaints • Has regard for City land requirements relating to hazard land identified through flood mitigation studies • Permits Employment Areas to be developed for their intended purpose including the ability of existing nearby employment uses to comply with environmental approvals, registrations, legislations, regulations and guidelines (Section 11.2.7.4) <p>Development on lands within a floodplain will not be permitted prior to the completion of City-initiated flood studies and the construction of recommended mitigation measures where necessary (Section 11.2.7.6)</p> <p>The Community Node will be developed as a mixed use community with a balanced range of residential and non-residential uses, with a mix of uses will be provided along Dundas Street and Dixie Road (Sections 14.3.3.1 and 14.3.3.2)</p>
Chapter 12 Downtown	<p>Tall buildings will incorporate podiums that are a minimum of three storeys and a maximum of six storeys (Section 12.1.8.2.3 – Downtown Fairview)</p> <p>Development abutting 'A1', 'A2' and 'A3' Streets will incorporate ground floor non-residential uses (Section 12.1.8.2.7 – Downtown Fairview)</p> <p>Development along 'B' Streets will primarily support housing and pedestrian access and movement. Although 'B' Streets are primarily residential in nature, development may include some non-residential uses on the ground floor (Section 12.1.8.2.8 – Downtown Fairview)</p> <p>Development along 'C' Streets will support a pedestrian environment and vehicular access to parking and other service areas such as deliveries, garbage pick-up, service and loading (Section 12.1.8.2.9 – Downtown Fairview)</p> <p>The greatest building heights will be located at the existing and planned buildings at Elm Drive West and Hurontario Street and heights beyond this intersection should transition down to ensure the prominence of the Downtown Core (Section 12.3.3.1 – Fairview)</p> <p>Development along Hurontario Street and designated Residential High Density will provide non-residential uses on the ground floor where the building is immediately adjacent to the Hurontario Street right-of-way (Section 12.3.4.1.1 – Fairview)</p> <p>Development along Hurontario Street and designated Mixed Use will provide non-residential uses on the ground floor where the building is immediately adjacent to Hurontario Street and may consist of primarily residential uses above the ground floor (Section 12.3.4.2.1 – Fairview)</p>

	<p>Tall buildings will incorporate podiums that are reflective of a main street character; buildings along Hurontario Street and Dundas Street will incorporate a generous step back between the edge of the podium and tower portion of the building (Section 12.4.3.1 – Downtown Cooksville)</p> <p>Transit-supportive development along Hurontario Street and Queensway with maximum heights of 25 storeys for new residential development will ensure greater access to housing, jobs and services. The vision is based on supporting health care services and creating a more walkable and transit-supportive community (Section 12.5.2 – Downtown Hospital)</p> <p>The greatest building heights will be located at the rapid transit stop at Hurontario Street and Queensway (Section 12.5.3.1 – Downtown Hospital)</p> <p>Development designated Residential High Density will provide non-residential uses on the ground floor where the building is immediately adjacent to any of the following streets: Hurontario Street, King Street (new Cook Street to Hurontario) and Queensway (Section 12.5.5.2.1 – Downtown Hospital)</p> <p>Development along Hurontario Street, King Street (new Cook Street to Hurontario Street) and Queensway and designated Mixed Use provide non-residential uses on the ground floor where the building is immediately adjacent to a street listed above and may consist of primarily residential uses above the ground floor if not subject to a special site policy (Section 12.5.5.3.1 – Downtown Hospital)</p>
<p>Chapter 14 Community Nodes</p>	<p>Development within the Regional Storm floodplain will be restricted pending the completion of City-initiated flood studies and the construction of any required mitigation measures (Section 14.3.3.3)</p> <p>New sensitive land uses, such as residential uses, in proximity to employment uses will be subject to required land use compatibility assessments to determine suitability (Section 14.3.3.6)</p> <p>Buildings with the greatest heights will be located at the intersection of Dundas Street and Dixie Road (Section 14.3.4.1)</p>

Former Region of Peel Official Plan Policies	<p>It is the policy of this plan to:</p> <ul style="list-style-type: none"> • To optimize the efficient use of the existing land supply by directing growth to protected MTSAs. • Encourage a balance mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment. • Leverage infrastructure investments by planning for transit-supportive densities and increased transit ridership within Major Transit Station Areas • Supports a compact urban form that directs the highest intensity transit-supportive uses close to the transit station or stop • Addresses Regional and local municipal housing policies to provide a range and mix of housing options and densities, including affordable housing <p>(ROP Section 5.6.19 – Major Transit Station Areas)</p>
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Mississauga Official Plan 2051

The policies of Mississauga Official Plan 2051 (MOP 2051) implement provincial directions for growth which focuses, amongst others, climate change; protection of natural heritage; increasing housing supply and affordability; and, creating a multi-modal city with less reliance on driving with the planning horizon to 2051.

MOP 2051 is scheduled to be council adopted on April 16, 2025 on the basis that its policies are consistent with the Provincial Planning Statement, 2024. Following that, the document will be sent to the Minister of Municipal Affairs and Housing for approval.

Relevant Mississauga Official Plan 2051 Policies

The proposed City-initiated Zoning By-law amendments has been reviewed against the MOP 2051 as the proposed height permissions especially certain lands along the Dundas and Lakeshore BRT and Hazel McCallion Line are based on the height schedules from this document.

The following policies are applicable in the review of the proposed city initiated zoning by-law amendments. In some cases, the description of the general intent summarizes multiple policies.

	General Intent
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Chapter 1 Introduction	Strategic Plan: Move: Developing a Transit Oriented City Pillar Connect: Completing Our Neighbourhoods
Chapter 2 Vision	<p>Mississauga Official Plan 2051 subscribes to the following key guiding principles for land use:</p> <ul style="list-style-type: none"> • Support the creation of distinct, vibrant and complete communities • Plan for a wide range of housing options, jobs and community infrastructure resources • Mississauga will prioritize pedestrians <p>Growth will be directed to key locations to support existing and planned transit and other infrastructure investments. These areas will have higher densities, a mixture of uses, be designed for walking, cycling and be close to local services and amenities (Section 2.5.1).</p> <p>Mississauga will provide existing and future residents with housing options responding to their needs based on housing types, living arrangements and tenure for individuals of all ages. Increased housing affordability and inclusion will be prioritized (Section 2.5.3).</p>
Chapter 3 Directing New Development	<p>This Plan will ensure there is adequate land capacity to accommodate population and employment growth to 2051 (Section 3.2.2).</p> <p>Most of Mississauga's future growth will be directed to Strategic Growth Areas, which are the Downtown, Growth Centres, Growth Nodes, and Major Transit Station Areas. (Section 3.2.4).</p> <p>The City will collaborate with infrastructure and service providers to develop and maintain servicing and infrastructure plans and establish phasing priorities that support sustainable growth within Strategic Growth Areas (Section 3.2.9)</p> <p>The Strategic Growth Areas are the City's priority areas targeted to accommodate most of its future growth and development and to make efficient use of land and infrastructure (Section 3.3.1)</p> <p>Growth will be primarily directed towards the Strategic Growth Areas (Section 3.3.5.3).</p>

Chapter 4 Sustaining the Natural Environment	<p>Mississauga will build communities that are compact, low carbon, mixed use, and transit-supportive (Section 4.2.4)</p> <p>To improve air quality, Mississauga will prioritize compact, mixed use and transit oriented development that reduces car dependency, direct growth to Strategic Growth Areas and encourage a balance of housing and jobs that provide opportunities for shorter commutes and <i>active transportation</i> modes (Section 4.6.1).</p> <p>In accordance with the Provincial Compatibility guidelines, the development proponent will be required to undertake a feasibility study in those cases where sensitive land use is proposed within the area of influence of a facility that generates contaminant discharges (Section 4.8.4).</p>
Chapter 5 Housing Choices and Affordable Homes	<p>Housing unit targets considers a wide range of housing types such as: multiple housing types and built forms; diverse housing arrangements; housing that is affordable to a range of low- and moderate- income households; diverse housing tenure; and housing provided to specific populations (Section 5.1).</p> <p>In accordance with projected requirements and available land resource, ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and lands which are designated and available for residential development (Section 5.3.1.1a)).</p> <p>Housing is provided that fully implements the intent of the Provincial housing policies (Section 5.3.1.4).</p> <p>Housing created within complete communities will have access to active modes of transportation, increased opportunities for walkability, access to parks and open spaces and proximity to community supportive services (Section 5.3.10).</p>
Chapter 7 Getting Around our Communities	<p>Mississauga may acquire lands for a transit right-of-way along <i>higher order transit</i> corridors, where the creation of a transit right-of-way separate from, adjacent to, or in addition to, a street right-of-way is deemed appropriate (Section 7.3.2.4).</p> <p>Future additions to the street network will be public streets. Public easements will be required for cases where a private street is considered. An appropriate terminus is required for maintenance and operations where a private street connects with a public street (Section 7.3.4.7).</p>
Chapter 8 Well Designed Healthy Communities	<p>Within Strategic Growth Areas, an urban form that promotes a diverse mix of uses and supports pedestrian movement, transit and active transportation modes will be required (Section 8.2.2).</p> <p>The city vision will be supported by site development that respects the hierarchy established by the City Structure, demonstrates context sensitivity and transition, including to the public realm (Section 8.2.10).</p>

	<p>Encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the <i>Strategic Growth Areas</i> from surrounding areas (Section 8.3.4).</p> <p>Opportunities to conserve and incorporate cultural heritage resources into community design and <i>development</i> should be undertaken in a manner that enhances heritage resources and makes them focal points for the community (Section 8.3.14).</p> <p>A transit and <i>active transportation</i> supportive urban form will be required in <i>Strategic Growth Areas</i> and encouraged throughout the rest of the city (Section 8.5.1.2).</p>
Chapter 10 Land Use Designations	<p>Schedule 7: Land Use Designations, identifies the uses of land in Mississauga. Further breakdown of specific policies for the Growth Centre can be found in subsequent chapters (Section 10.1).</p> <p>The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses (Section 10.2.6.2).</p> <p>Residential uses and other <i>sensitive land uses</i> may be permitted without amendment to this Plan on lands designated Mixed Use Limited where the use is appropriate, is appropriately designed, buffered and/or separated from Employment Areas, and is not impacted by adverse effects (Section 10.2.7.4).</p> <p>The introduction of sensitive land uses on lands designated Mixed Use Limited, such as residential, should not negatively impact the continued viability of existing nearby businesses and industries (Section 10.2.7.5).</p>
Chapter 11 Transit Communities	<p>Each <i>Major Transit Station Area</i> is unique and will be planned based on its local context, growth potential and limitations to determine appropriate densities and <i>transit supportive</i> development. Not all stations or sites will achieve the same mix of land uses or intensity of development (Section 11.1).</p> <p>Protected <i>Major Transit Station Areas</i>, associated density targets, authorized uses, and building heights are referenced in Table 11-1: Protected Major Transit Station Areas (Section 11.2).</p> <p><i>Development</i> in the Major Transit Station Areas will support the following objectives:</p> <ul style="list-style-type: none"> a. leverage <i>infrastructure</i> investments by planning for <i>transit-supportive</i> densities and increased transit ridership; b. encourage a balanced mix of <i>transit-supportive</i> uses c. develop and enhance <i>active transportation</i> connections and <i>infrastructure</i> d. support a mix of multi-unit housing (Section 11.2.6) <p><i>Development</i> will contribute towards the creation of <i>transit-supportive</i> communities by:</p> <ul style="list-style-type: none"> a. including a broad and balanced mix of residential and non-residential uses

	<p>c. including a range of employment uses to achieve a well-balanced mix of office and retail uses</p> <p>d. recognizing that some Protected Major Transit Station Areas will have limited opportunities to accommodate a mix of uses and varying building forms due to the existing and planned context</p> <p>e. being subject to required land use compatibility assessments as identified by the City (Section 11.3.1.3).</p> <p>In conjunction with existing <i>development</i> densities, new <i>development</i> in Protected Major Transit Station Areas will be planned to achieve the minimum residents and jobs combined per hectare through the building height requirements (Section 11.3.2.2).</p> <p><i>Development</i> in Protected Major Transit Station Areas with heights in excess of the limits identified in this Plan may be permitted through a site-specific Official Plan Amendment application and supported through a list of criteria as outlined in the policy (Section 11.3.3.2).</p> <p><i>Sensitive land uses</i> proposed near lands designated Industrial, Business Employment, or within the influence area of major employment facilities will need to demonstrate that:</p> <p>a. the use is appropriate in accordance with the policies of this Plan through land use compatibility studies</p> <p>b. the recommended mitigation measures will contribute to an appropriate living environment</p> <p>c. the use would not adversely affect the overall viability of employment lands and facilities</p> <p>d. the onus for mitigation will be on developers proposing new residential and/or other <i>sensitive land uses</i> (Section 11.3.4.2)</p>
<p>Chapter 11 Transit Communities (continued)</p>	<p>The existing transportation network will be strengthened and expanded with new streets, pedestrian and mid-block connections, and <i>multimodal access to higher order transit</i> stations and stops (Section 11.3.6.1).</p> <p><i>Development</i> will be phased to ensure appropriate transportation and municipal servicing infrastructure along with community services and facilities are available to service development. A study may be required to demonstrate there is sufficient <i>infrastructure</i> and servicing capacity and if there isn't sufficient capacity, a servicing strategy shall be completed to the City's satisfaction (Section 11.3.8.1)</p>

<p>Chapter 11 Transit Communities</p> <p>Section 11.5 Dundas Corridor</p>	<p>Dundas Street will continue its evolution towards a dynamic, urban, mixed-use corridor with multiple options for mobility including walking, cycling, and rapid transit. New public streets and pedestrian connections will be introduced to create smaller walkable blocks and multiple routes to key destinations. Building heights will vary along the Corridor to reflect the City Structure and to visually emphasize key intersections. Not all lands along the Corridor will be able to accommodate the introduction of new <i>sensitive land uses</i> such as residential, due to land use compatibility issues (Section 11.5).</p> <p><i>Development</i> will contribute to the creation of a predominantly mid-rise corridor, with maximum building heights of 12 storeys except in key locations where additional heights are permitted, up to a maximum of 25 storeys (Section 11.5.2).</p> <p>Land use compatibility assessments will be required to determine the suitability of sensitive land uses, such as residential, in proximity to employment areas (Section 11.5.4).</p> <p>Land use compatibility assessments will be required to determine the suitability of sensitive land uses, such as residential, in proximity to employment areas (Section 11.5.4).</p> <p>Intensification and development on lands within the regulatory storm flood plain that poses an unacceptable risk, will not be permitted prior to the completion of City initiated flood studies and the construction of recommended mitigation measures, where necessary (Section 11.5.5).</p> <p>The road network will be expanded to provide increased connectivity, a fine-grained <i>multimodal</i> transportation network, and encourage <i>multimodal</i> access as shown generally in Maps 11-2 and 11-3:</p> <ul style="list-style-type: none"> a. address through the <i>development</i> application process, the design, access requirements and public/private responsibilities for roads and pedestrian connections b. create smaller <i>development</i> blocks with new roads and pedestrian connections c. prioritize pedestrian and cycling connections to transit facilities (Section 11.5.7).
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<p>Chapter 13 Growth Centres</p>	<p>Growth Centres are composed of four Character Areas: Uptown, Fairview, Cooksville, and Hospital and contain six <i>Protected Major Transit Station Areas</i> (Sections 13.1, 11.1.1.2).</p> <p>Growth Centres will be planned to</p> <ul style="list-style-type: none"> a. reflect their role in the City Structure hierarchy b. accommodate significant population and employment growth c. develop as locations for significant mixed use development second only to the Downtown Core d. accommodate a balance of housing, retail, office, services and community infrastructure e. attract considerable employment including major offices h. support a range of transportation options k. adapt to the impacts of climate change, improve resilience, and reduce greenhouse gas emissions (Section 13.1.1.3) <p><i>Development</i> in Growth Centres will support the achievement of healthy sustainable <i>complete communities</i> that:</p> <ul style="list-style-type: none"> a. provide a wide-range of uses, including residential, community infrastructure, employment, services b. supply a diverse range and mix of housing options, unit types and sizes c. deliver a compact built form and density d. provide active transportation connections to the Light Rail Transit (LRT) line, transit routes/stops, trails, parks, open spaces and surrounding neighbourhoods (Section 13.1.1.8). <p>Residential and/or employment density and mix of uses will be sufficiently high to support transit usage, according to the permitted land uses in the policies of the Plan (Section 13.1.1.8).</p> <p>Growth Centres will be serviced and supported by local and <i>higher order transit</i> facilities that provide connections to all parts of the city and to neighbouring municipalities (Section 13.1.1.9).</p> <p>Improvements to the street network will be achieved through <i>development</i>. Future additions to the street network are identified in Map 13-5.2: Cooksville Growth Centre Character Area Future Streets (Section 13.5.5.2).</p>
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Chapter 14 Growth Nodes	<p>The following Growth Nodes are located within Protected Major Transit Station Areas: Clarkson Village, Dixie-Dundas and Port Credit (Section 14.1).</p> <p><i>Development</i> in Growth Nodes will support the achievement of healthy, sustainable, <i>complete communities</i> that provide a wide-range of uses, supply a mixture of residential built forms, unit types and sizes, deliver a compact built form and density, have access to a range of transportation options, and maximize the use of existing and planned infrastructure (Section 14.1.1.2).</p> <p>Growth Nodes will be planned to reflect their role in the City Structure hierarchy (Section 14.1.1.15).</p> <p><i>Development</i> within the Regional Storm flood plain will be restricted pending the completion of City-initiated flood studies and the construction of any required mitigation measures (Section 14.2.3.3.3).</p> <p>The <i>development</i> of the Node will be at a scale that reflects its role in the urban hierarchy (Section 14.2.7.2.2).</p>
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2. Provincial Planning Statement, 2024 (PPS)

The Provincial Planning Statement, 2024 (PPS), was released on August 20, 2024, and came into effect on October 20, 2024. This new document replaces both the Provincial Policy Statement, 2020, and the Growth Plan for the Greater Golden Horseshoe; consolidating the two frameworks into a single, province-wide document.

The update aims to streamline policies and place greater responsibility on municipalities to manage growth locally, with a focus on intensification, housing development, and transit-supportive communities.

The new PPS provides direction on land use planning by ensuring that municipal decisions align with provincial interests, such as promoting efficient land use, encouraging diverse housing options, and supporting sustainable development by

coordinating land use with existing and planned public infrastructure.

The PPS includes policies promoting the creation of healthy, liveable, and safe communities.

3. Consistency with PPS (2024)

The PPS includes policies that allow for a range of intensification opportunities within Protected Major Transit Station Areas (PTMSAs) and Strategic Growth Areas in order to facilitate the development of a range and mix of housing. Therefore, the draft zoning by-law to introduce new and updated for development standards influenced by the policies contained in the PPS 2024 on primarily underutilized lands traditionally used for standalone uses.

The Vision of the PPS includes building communities with efficient development patterns that optimizes the use of land and in turn, increasing housing choices along key intensification

corridors and leveraging existing and future investments in the Hazel McCallion Line, Dundas and Lakeshore BRT, and the Transitway, and existing and future active transportation infrastructure. The proposed amendment implements this vision as future population and employment growth will be occurring within these intensification corridors.

Section 2.1.4.a) requires municipalities to maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development and provide a range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area. The proposed amendment expands future housing supply by tapping underutilized lands along intensification corridors such as Dundas and Hurontario Streets for new housing.

Section 2.1.6.a of the PPS requires planning authorities to support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses. The proposed amendment achieves this policy by allowing for a mix of residential, and commercial uses to not only increase housing options, but also encourage employment within close commute distance and allows residents to access daily needs without the need to drive.

Section 2.4.1.2 of the PPS introduces how strategic growth areas can support complete communities through a range and mix of housing options, intensification and more mixed-use development. This will result in significant population and employment growth, accommodate and support the transit network and provide connection points for inter-and intra-

regional transit, while supporting affordable, accessible, and equitable housing. The proposed amendment will accommodate significant population and employment growth but also leverage existing and future transit and active transportation infrastructure. It is envisaged that housing of various tenure, affordability, and sizes would be planned where residential uses are permitted. The Downtown Core, and Downtowns Fairview, Cooksville, and Hospital is within the strategic growth area.

Section 2.4.2.3 of the PPS encourages the development and intensification within major transit station areas by planning for land uses and built form that supports the achievement of minimum density targets and supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit supportive and promote complete communities. Minimum density requirements were established through MOPA 143 and 144 for all identified PMTSAs. It is anticipated that underutilized lands such as those containing surface parking lots and standalone commercial buildings will lead to future development.

Section 2.4.2.6 of the PPS notes all MTSA should be planned and designed to be transit supportive and to achieve multimodal access to stations. The PPS also emphasizes connections to local and regional transit services to support transit service integration and accommodate a range of mobility needs and support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking. The proposed amendment leverages existing and future transit and active transportation investments as it is envisioned that most of the city's population and employment growth will occur within MTSA lands.

Section 2.9.1.d) requires planning authorities to plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate by achieving compact, transit-supportive, and complete communities and promoting green infrastructure, low impact development, and active transportation. The proposed amendment leverages investments made to the Hazel McCallion Line, the Transitway, and the Dundas and Lakeshore BRT as the majority of the city's future population and employment growth will occur along these higher order transit projects.

Overall, the proposed Zoning By-law amendment to implement new development standards within MTSAs for residential and non-residential uses is consistent with the PPS' vision to increase the supply and mix of housing options and addressing the full range of housing affordability needs, but also to foster complete communities that promote efficient development and land use patterns that encourages active transportation and transit use and reduces the reliance on driving.

4. Mississauga Official Plan (MOP)

The proposed City-initiated zoning by-law amendments align strongly with key policies outlined above in Mississauga's Official Plan. The zoning by-law amendment to introduce development standards in MTSAs to permit residential, commercial and mixed use development along intensification corridors (such as Hurontario Street and Dundas Street) is a response to a land use pattern that will evolve over time to a dense community with mix of land uses where active transportation, walking, and transit is a priority over the dependence of the automobile as a mode of transportation.

Expanding housing opportunities by increasing housing supply in Mississauga is not only a vision in the PPS (2024) but is also an action item by the city and reflected through MOP.

Implementing the Strategic Plan and Vision

MOP is guided by the Strategic Plan, in which the most relevant pillars include "Developing a Transit Oriented City" where directing growth at higher order transit and increasing transportation capacity are action items. The second relevant pillar is "Completing Our Neighbourhoods" where building walkable and connected neighbourhoods, building vibrant communities and a vibrant downtown, and providing mobility choices is achieved through the proposed amendment.

MOP's vision includes providing for a range of mobility options through coordinated land use and urban design; plan for a wide range of housing, jobs, and community infrastructure to meet the daily needs of residents and supporting and focusing growth along transportation corridors through compact and pedestrian focused communities. The proposed amendment achieves MOP's vision.

Directing the City's Growth

MOP's policies direct growth by focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, and encourage compact, mixed-use development that increases housing supply and increases employment opportunities. The proposed amendment increases development opportunities along intensification corridors as identified in MOP by allowing a mix of land uses where the current permissions restrict the uses; increases in heights and densities; and reducing the need for expansive

landscaping requirements to allow for more compact and urban building typologies.

Protected Major Transit Station Areas

Major Transit Station Area (MTSA) is defined by the PPS (2024) as areas within 500 to 800 metres walking distance of stations along existing or planned higher order transit corridors. The Planning Act includes the terminology protected MTSA which refers to the delineation of MTSA in an Official Plan, and includes some protections. In Mississauga, they include GO Train stations such as Clarkson and Malton Stations, the Hazel McCallion Line, the Transitway, and the Dundas and Lakeshore BRT Lines. Height and density ranges in accordance with Figure 5.5 of the MOP.

Protected MTSA permits a mix of land uses that foster vibrant, transit supportive and pedestrian focused neighbourhoods, accommodate much of the city's growth, leverages transit and active transportation.

Official Plan policies apply where compatibility with abutting land uses may reduce development potential until additional studies provide justification for introducing sensitive land uses such as residential uses, especially where lands adjacent to or near to Employment Areas, lands designated Industrial or Business Employment, or within the influence area of major employment facilities. Further, there are certain lands especially along Dundas Street East where new development standards have not been established pending results of land use compatibility study.

All PMTSAs are not treated equally, with each have varying heights and densities that are contextually sensitive to abutting land uses. For example, the Downtown Core has the greatest

heights and densities as it represents the top of the urban hierarchy within the city structure. Other PMTSAs such as along Dundas Street and Community Nodes such as Port Credit and Dixie and Dundas have lower heights and density permissions as many abut lower density residential uses or business employment uses. Finally, the predominant land uses of some PMTSAs along the Transitway consist of ground related residential uses such as detached, semi-detached, and townhouse dwellings, and future intensification is limited to a maximum of four storeys.

The proposed amendment will allow intensification on underutilized lands that historically have been used for surface parking lots, stand-alone single storey commercial buildings and strip malls. To ensure these lands can be made suitable for residential uses, MOP notes that any potentially contaminated lands shall be documented, and landowners would be required to not only find the sources of the contaminants but also clean up any soils and substrates to ensure no contamination would impact future residents. This matter is addressed through the city's site plan process.

Leveraging Investments in Higher Order Transit and Active Transportation

MOP strives to create a city-wide transportation system that reduces dependence on non-renewable resources and to reduce the reliance on the automobile. The proposed amendment leverages existing and future transit and active transportation investments by focusing future intensification along higher order transit and to require compact and urban form that encourages walking and cycling.

Addressing Climate Change through Resiliency

Reducing the City's greenhouse gas emissions and adapting to climate change is an important goal and is highlighted in MOP's policies by promoting the use of alternative modes of transportation such as transit, cycling and walking, and creating a transportation system that reduces dependence on non-renewable resources which can be achieved by building compact and urban forms of development. Further, building communities that encourage sustainable ways of living and promote development and land use patterns that consider the impact of a changing climate is the basis of the proposed amendment.

5. Mississauga Official Plan 2051

The proposed City-initiated zoning by-law amendment aligns strongly with key policies outlined above in Mississauga Official Plan 2051. The amendment implements the PMTSA policies as it introduces zoning standards that will facilitate residential, commercial and mixed-use development along intensification corridors (such as Hurontario Street and Dundas Street) as well as the Transitway.

MOP 2051 is guided through the following principles to support the creation of complete communities, plan for a wide range of housing options, jobs, and community infrastructure resources, and to prioritize pedestrians. The zoning by-law amendments achieve these principles by permitting a mix of land uses as well as permissive heights and densities.

Directing New Development

The proposed amendments ensure there is adequate supply of land to accommodate both population and employment

growth to the 2051 planning horizon and beyond which is important to allow existing and future residents to age in place and find suitable housing types based on their needs. PMTSAs, which are also found within the Downtown, Growth Nodes, and Major Nodes, will accommodate most of its future growth and development. The efficient use of land is essential to meet population and housing targets.

Currently, certain corridors such as along Dundas and Lakeshore consist of underutilized properties with ample surface parking. The proposed amendments facilitate an evolution over time to a dense community with a mix of land uses where active transportation, walking, and transit is a priority over the dependence of the automobile as a mode of transportation.

Climate Change Resiliency

MOP 2051 focuses on building communities that are compact, low carbon, mixed use, and transit supportive. Focusing population and employment growth along higher order transit corridors and its stations reduces the reliance on the automobile as the primary mode of transportation, while also improving air quality at the same time. Active transportation such as cycling provides further options for residents.

Significant flooding has occurred around the Dixie and Dundas Growth Node. A study to address minimizing flooding risk along the Little Etobicoke Creek remains ongoing in collaboration between the City and Toronto Region Conservation Authority. In the meantime, the project does not include the study area lands due to the uncertainty of whether sensitive uses can be located on these lands without risk to property and residents. Staff will review the recommendations

of this study prior to proposing amendments to the zoning by-law.

Housing Choice and Affordability for All

The proposed amendments ensure housing unit targets are achieved by permitting a range of housing types that are suitable for everyone's needs. All PMTSAs have varying land use permissions so not all development will be high density apartments. For example, PMTSAs along the Transitway consists mostly of established detached, semi-detached, and townhouse development. Future development can include fourplexes, additional residential units, and other forms of "gentle density" housing types. On the other hand, PMTSAs along the Hazel McCallion Line permit development that is denser and with greater height permissions.

Accommodating a greater number of housing units along higher order transit allows residents to walk or take transit to meet their daily and weekly needs, while also accessing nearby community facilities such as parks and community centres.

Building Transit Communities

Under the Planning Act, vehicle parking is no longer required for all land uses (residential and non-residential) within PMTSAs. The intent is to reduce the reliance on the automobile as a primary transportation mode, and to leverage transit infrastructure. The Zoning By-law was updated in October 2024 to be in alignment with provincial legislation.

Development along PMTSAs leverage infrastructure investments by focusing higher density development near stations so ridership can be maximized, encouraging a

balanced mix of transit supportive uses by including commercial uses to support daily and weekly needs of residents, while minimizing the reliance on the automobile by making transit, cycling, and walking suitable transportation mode choices. Further, as minimum parking requirements are no longer required in PMTSAs in the zoning by-law, leveraging transit and active transportation infrastructure is even more important.

Building Healthy Communities

MOP 2051 envisages complete communities within PMTSAs along key higher order transit corridors, promoting a diverse mix of uses that support pedestrian movement, transit and active transportation modes. Relying less on driving and more on walking and cycling generally increases physical activity and improved mental health. Further, reduced reliance on the automobile reduces local greenhouse gas emissions which can impact the health of residents.

Several historic villages such as Port Credit and Erindale Village are located within a PMTSA. Although increasing housing supply is important to increase supply and affordability, conserving cultural heritage resources is also important. Local landmarks such as the Erindale Village Community Hall and Clarke Memorial Hall in Port Credit remains important to local residents and are also designated under the Ontario Heritage Act, and therefore not subject to this project.

Major Transit Station Areas

MOP 2051 identifies the PMTSAs and associated density and height targets through Table 11-1 and Schedule 8. The highest density targets are in the Downtown Core and Growth

Centres, and lower targets along Dundas Corridor and Transitway. Density targets are broadly applied and development will contribute to the achievement of the density targets over time. Full build-out of the PMTSAs will likely span decades, with the intent of leveraging transit and active transportation investments, encouraging a balanced mix of transit supportive uses such as commercial and office, and supporting a mix of multi-unit housing. As noted previously, each PMTSA has varying height permissions and density targets and is contextually appropriate based on the city's urban hierarchy and the surrounding community.

Land Use Compatibility

Many PMTSAs either include commercial and business employment uses within its boundaries or are abutting. In these instances, lands are designated where residential uses are not permitted as of right. For example, Employment Areas are not contemplated for residential and other sensitive uses. Residential uses are not permitted but may be contemplated for lands designated Mixed Use Limited subject to a rezoning application and accompanied feasibility study to determine suitability of a proposed development in consideration of abutting employment uses. The intent is to minimize future resident's exposure to noise and vibration, pollution, dust, and other discharges, and ensure that mitigation techniques through building materials or greater separation distances.

A land use compatibility study on certain commercial lands on the south side of Dundas Street east of Cawthra Road is required to be undertaken to determine the feasibility of residential uses and its impact on the viability of employment uses.

Servicing of Future Development

Development may require additional investments in water and wastewater infrastructure where the existing capacity is reached. Consultations and collaboration with service providers such as the Region of Peel ensures that height and density permissions in the MOP 2051 can be accommodated, and that future capital projects are timed so that development can continue unabated. However as noted in Section 11.3.8.1 the landowner may be required to demonstrate there is sufficient infrastructure and servicing capacity and if there isn't sufficient capacity, a servicing strategy shall be completed in support of the application.

The creation of new streets, sidewalks, and pedestrian connections may be required to ensure circulation patterns internal to a proposed development. Maps 11-2 and 11-3 of the MOP 2051 conceptually show new road networks to be addressed through development applications. For lands subject to the zoning amendment, a Holding Provision for these lands ensure future development applications address the creation of internal road networks.

Growth Centres

Growth Centres are composed of four Character Areas: Uptown, Fairview, Cooksville, and Hospital and contain six PMTSAs. Outside the Downtown, Growth Centres will accommodate the greatest population and employment growth and permit the tallest buildings. Growth Centres also support a wide range of transportation options and therefore have the greatest opportunity to adapt to the impacts of climate change. Higher order transit and active transportation infrastructure is greatly supported due to more intensive development.

Additional policies apply in the Fairview, Cooksville, and Hospital Growth Centres requiring additional commercial and

non-residential uses especially along Hurontario, King, Dundas and the Queensway to further support the loss of small businesses through redevelopment.

Growth Nodes

The following Growth Nodes are located within Protected Major Transit Station Areas: Clarkson Village (westerly portion only), Dixie-Dundas and Port Credit, and accommodate population and employment growth but to a lesser degree due to their lower tier in the city's structure hierarchy. Density targets and height permissions are therefore lower than both the Downtown and Growth Centres.

Growth Nodes will also support healthy, sustainable, *complete communities* that provide a wide range of uses, supply a mixture of residential built forms, unit types and sizes, deliver a compact built form and density. There will also be a range of transportation options so residents will be able to rely less on driving.

6. Zoning

Please see Appendix 1: Proposed Zoning By-law Amendments in this regard.

7. Conclusion

City staff have evaluated the proposed amendments against the PPS (2024), Mississauga Official Plan including MOPAs 141-146 which introduce MTSA policies into the in-effect Official Plan, and MOP 2051.

Based on the above analysis, staff are of the opinion the proposed zoning by-law amendments are consistent with the

PPS and conforms to Mississauga Official Plan. Further, staff are of the opinion the proposed amendments can be supported. Overall, the proposed zoning by-law amendment modernizes development standards and facilitates future development within protected MTSAs, where applicable, and is aimed at creating a sustainable, economically diverse, and inclusive city.

City of Mississauga

Corporate Report



<p>Date: April 9, 2025</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's files: CD.06-INC (All Wards)</p>
	<p>Meeting date: April 28, 2025</p>

Subject

PUBLIC MEETING INFORMATION / RECOMMENDATION REPORT (ALL WARDS)

Proposed City Initiated Amendments to Zoning By-law 0225-2007 to Update Additional Residential Unit Regulations

File: CD.06-INC (All Wards)

Recommendation

That the proposed amendments to Zoning By-law 0225-2007, as detailed in Appendix 1 of the report dated April 9, 2025, from the Commissioner of Planning and Building, be approved in accordance with the following:

1. That an implementing zoning by-law(s) be enacted at a future City Council meeting.
2. That notwithstanding planning protocol, this report regarding the proposed amendments to Zoning By-law 0225-2007, for additional residential units, be considered both the public meeting and combined information and recommendation report.

Background

Additional residential units (ARU's), which include both attached residential accommodations (e.g. basement apartments) and detached structures (e.g. garden suites), provide an affordable and contemporary housing alternative. Bill 23, the *More Homes Built Faster Act*, 2022, received Royal Assent on November 28, 2022. This provincial legislation was responsible for mandating ARUs across Ontario, allowing up to three units per lot.

On November 10, 2023, Mississauga Council approved ARU zoning regulations to comply with provincial requirements. These amendments established as-of-right permissions for up to three units on a property, as well as the regulatory framework that would govern site development.

PROVINCIAL LEGISLATIVE CHANGES

On November 20, 2024, the Province filed Ontario Regulation 462/24 (O-Reg 462/24), an amendment to Ontario Regulation 299/19 – Additional Residential Units. This provincial direction removed certain municipal regulations hindering ARU construction, specifically identifying province-wide standards for maximum lot coverages, angular planes, floor space indexes, minimum separation distances, and minimum lot sizes.

As the City of Mississauga took a progressive approach in its initial implementation of ARU regulations, few conflicts exist between the city's existing regulatory framework and O-Reg 462/24. Of the above-noted performance standards, staff have determined that amendments are required to address the maximum lot coverage regulation. No other amendments are necessary for compliance.

Appendix 2 details the provincial regulations enacted through O-Reg 462/24.

Comments

INCREASED LOT COVERAGE FOR ARU's

O-Reg 462/24 introduces new ARU performance standards, including a specified threshold for a property's maximum lot coverage.

O-Reg 462/24 regulates that the maximum lot coverage for lands upon which an ARU is located must be no smaller than 45%. As a result, the City of Mississauga is required to increase the permitted maximum lot coverage for certain zones to be in line with this provincial requirement.

OTHER MINOR PROPOSED CHANGES

Other minor zoning changes are proposed to simplify standards, streamline the process and reduce minor variances. They are mostly technical in nature. For example, the permission to allow up to three units per lot makes the definitions of duplex and triplex in the Zoning By-law redundant.

A detailed list explaining the proposed amendments is provided in Appendix 1.

Planning Analysis Summary

LAND USE POLICIES AND REGULATIONS

A detailed Planning Analysis of the applicable land use policies and regulations can be found in Appendix 3.

Financial Impact

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

Conclusion

There are many factors influencing housing obtainability; however, lack of housing options and affordability remain at the forefront. ARU's broaden the range of gentle infill-housing options,

Originator's file: CD.06-INC (All Wards)

modestly increase ground-related housing supply, and contribute towards complete communities.

The proposed Zoning By-law amendments are acceptable from a planning standpoint and should be approved for the following reasons:

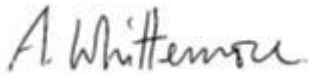
1. Regular updates to definitions and regulations are required to address provincial legislation.
2. Removing red tape and regulatory barriers will serve to reduce the number of minor variance applications, leading to efficiencies when reviewing ARU proposals.

Attachments

Appendix 1: Proposed Zoning By-law Amendments

Appendix 2: Ontario Regulation 462/24 (O-Reg 462/24) Details

Appendix 3: Detailed Planning Analysis



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

Prepared by: Rob Vertolli, Planner

Proposed Zoning Regulations

Proposed Amendment	Required Action	Comment / Explanation
Amend ARU regulations to reflect provincial regulations	Increase the maximum permitted lot coverage for properties containing an attached / detached ARU to 45%.	<p>O-Reg 462/24 regulates that the maximum lot coverage for lands with an ARU must be no smaller than 45%.</p> <p>Staff are proposing amendments to provide consistency and align with this legislation.</p>
Amend the setback to a railway regulation	Include the wording "attached ARU and/or detached ARU" to the setback to a railway right-of-way regulation.	Habitable spaces are typically required to be setback a minimum distance of 30.0 m from a railway right-of-way. The proposed amendment would ensure attached and detached ARU's are included in this setback.
Permit below-grade entrances in exterior and front yards	Remove below-grade entrance regulations prohibiting this structure to be located in exterior and front yards.	<p>The Zoning By-law currently prohibits below-grade entrances (typically to a second unit) in an otherwise appropriate location, creating an unnecessary barrier to ARU construction.</p> <p>Of the 60 CofA applications for below-grade entrances located in either an exterior or front yard, all 60 were supported by staff and subsequently all were approved by the CofA.</p> <p>While this regulation has not been a major issue to date, staff note the proposed amendment will nevertheless result in a more streamlined approach and serve to remove time-consuming and costly delays.</p>

Amend garage-related regulations	Remove minimum garage size requirements from the Zoning By-law.	<p>Through conservative minimum size regulations, current zoning standards often prohibit the construction of a below-grade entrance (primarily to a second unit) in an otherwise appropriate location, creating an unnecessary barrier to ARU construction.</p> <p>Of the 10 CofA applications for reduced garage sizes, all 10 were supported by staff and subsequently all were approved by the CofA.</p> <p>While this regulation has not been a major issue to date, staff note the proposed amendment will nevertheless result in a more streamlined approach and serve to remove time-consuming and costly delays.</p> <p>Applicants will still be required to provide on-site parking in compliance with the Zoning By-law.</p>
Remove duplex and triplex	<p>Delete all instances of the defined term “duplex” and “triplex” from the Zoning By-law.</p> <p>This amendment will necessitate changes to multiple sections of the Zoning By-law.</p>	<p>The inclusion of as-of-right ARU's has resulted in the defined terms of duplex and triplex becoming redundant.</p> <p>Removal of these land uses is required to avoid confusion and zoning interpretation issues.</p>

Remove duplex and triplex zoning categories	Rezone the RM7 (Detached, Semi-detached, Duplex and Triplex) and RM7 – Exception zones (RM7-1 to RM7-9) to new RL – Exception zones.	<p>The proposed rezoning re-establishes the historic regulations established through the RM7 and RM7 – Exception zones to a more contemporary zoning category, required as a result of the removal of the duplex and triplex land uses.</p> <p>This rezoning is primarily technical in nature as no fundamental changes to the individual zoning regulations are being proposed.</p> <p>Staff do not anticipate conformity issues with this approach.</p>
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Note: In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before the by-law is passed by Council.

Appendix 2: Ontario Regulation 462/24 (O-Reg 462/24) Details

Regulation:	Description:
4.1.1	A building containing an Additional Residential Unit may penetrate any angular plane in the Zoning By-law, subject to any maximum height and minimum setback requirements. For the purposes of this regulation, an angular plane is defined as “an imaginary flat surface projecting over a parcel of land at an inclined angle measured up from the horizontal”.
4.1.2	A minimum separation distance of 4.0 metres is required between the principal dwelling and a Detached Additional Residential Unit.
5.1.1	Up to 45% of a lot containing Additional Residential Unit(s) is permitted to be covered by buildings and structures.
5.1.2	There is no limit to the floor space index on a lot containing Additional Residential Unit(s), subject to any maximum height and minimum setback requirements in the Zoning By-law. For the purposes of this regulation, floor space index is defined as “the sum of the total area of each floor of all buildings and structures on a parcel of land divided by the area of the parcel”.
5.1.3	Minimum lot size shall be the same as if there were no Additional Residential Unit(s).

Note: In any instance where the Zoning By-law is more permissive than Ontario Regulation 462/24, the Zoning By-law will take precedence.

Information / Recommendation Report
Detailed Planning Analysis

City-Initiated Zoning By-law Amendments for Additional Residential Unit Regulations

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

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Planning Statement and conform with all other applicable provincial policy documents. The policy and regulatory documents influencing the proposed amendments have been reviewed and summarized in the table below. Only key policies relevant to the proposed amendments have been included. The table should be considered a general

summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized.

The proposed Zoning By-law amendments have been evaluated based upon these policies.

Policy Document	Legislative Authority / Applicability	Key Policies
Provincial Planning Statement (PPS) (2024)	<p>The Provincial Planning Statement (PPS), 2024, provides municipalities with the tools and flexibility needed to build more homes. It enables municipalities to:</p> <ul style="list-style-type: none"> plan for and support development, and increase the housing supply across the province; align development with infrastructure to build a strong and competitive economy that is investment-ready; and, protect agricultural lands, the environment, public health and safety. <p>Municipal official plans are the most important vehicle for implementation of the Provincial Planning Statement and for achieving comprehensive, integrated and long-term planning. (PPS Chapter 1)</p> <p>Zoning and development by-laws are also important for implementation of this Provincial Policy Statement. (PPS Chapter 1)</p>	<p>Planning authorities should support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, and other uses to meet long-term needs. (PPS 2.1.6.a)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:</p> <ul style="list-style-type: none"> permitting and facilitating all housing options required to meet the social, health, economic, and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities. (PPS 2.2.1.b) promoting densities for new housing which efficiently uses land, resources, infrastructure, and public service facilities and support the use of active transportation. (PPS 2.2.1.c) <p>Land use patterns within settlement areas should be based upon densities and a mix of land uses which:</p> <ul style="list-style-type: none"> efficiently use land and resources; optimize existing and planned infrastructure and public service facilities; and, are transit-supportive, as appropriate. (PPS 2.3.1.2)

Policy Document	Legislative Authority / Applicability	Key Policies
	Decisions of the council of a municipality shall be consistent with PPS. (PPS Chapter 1)	Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options. (PPS 2.3.1.3)
Ontario Regulation 462/24 (O-Reg 462/24)	<p>On November 20, 2024, the Province filed Ontario Regulation 462/24, introducing province-wide regulations for additional residential units.</p> <p>These included regulatory criteria for: maximum lot coverage, angular planes, floor space index, minimum separation distances, and minimum lot sizes on parcels with Additional Residential Units.</p> <p>O-Reg 462/24 renders certain ARU zoning standards no longer to be in force and effect.</p>	Up to 45% of a lot containing an Additional Dwelling Unit is permitted to be covered by buildings and structures (O-Reg 462/24, 5.1.1)

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS.

As of July 1, 2024, the Region of Peel's Official Plan (ROP) has been deemed to form part of an official plan of Mississauga.

The below policies are applicable in the review of the proposed Zoning By-law amendments. In some cases, the description of the general intent summarizes multiple policies.

Mississauga Official Plan	General Intent
Chapter 5 Direct Growth	<p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6)</p>
Chapter 7 Complete Communities	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p>

Mississauga Official Plan	General Intent
	Mississauga will provide opportunities for: the development of a range of housing choices in terms of type, tenure, and price. (Section 7.2.2.a)
Chapter 9 Build a Desirable Urban Form	<p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> a) respect existing lotting patterns; and, c) respect the scale and character of the surrounding area. (Section 9.2.2.3) <p>Mississauga is committed to the creation of an accessible city. The design of the physical and built environment will have regard for universal design principles. (Section 9.4.3.1)</p>
Chapter 11 General Land Use Designations	<p>On a lot with a principal dwelling residence (detached, semi-detached or townhouse), a maximum of three units will be permitted in the form of:</p> <ul style="list-style-type: none"> a) a maximum of two additional units in the principal residence; or, b) a maximum of one additional unit in the principal residence and one additional unit within a building ancillary to the main structure. (Section 11.2.5.9)
Chapter 19 Implementation	To ensure that the policies of this Plan are being implemented, the following controls will be regularly evaluated: Mississauga Zoning By-law. (Section 19.4.2.b)
Former Region of Peel Official Plan Policies	<p>To provide a diversity of complete healthy communities for those living and working in Peel Region, offering a wide range and mix of housing, employment, and recreational and cultural activities. These communities will be served and connected by a multi-modal transportation system and provide an efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards and resources, and the characteristics of existing communities in Peel. (ROP 5.2)</p> <p>It is the policy of Regional Council to: promote the development of compact, complete communities by supporting intensification and higher density forms of housing. (ROP 5.9.1)</p> <p>To make housing available for diverse populations, including the provision of accessible housing and appropriate support services. (ROP 5.9.5)</p> <p>To consider barriers to housing, including social and economic factors. (ROP 5.9.6)</p> <p>Direct the local municipalities to include policies in local municipal official plans that permit additional residential units. (ROP 5.9.14)</p>

The City has undertaken its ten-year review and update of MOP, and Council has adopted MOP 2051 on April 16, 2025. MOP 2051 will be in force and effect after approval by the Minister of Municipal Affairs and Housing. Included in this review are MOP 2051 policies that were evaluated in regards to the proposed Zoning By-law amendments.

Mississauga Official Plan 2051	General Intent
Chapter 3 Directing New Development	Permit a range of housing options within low-rise residential Neighbourhoods. (Section 3.2.5.c.)
Chapter 5 Housing Choices and Affordable Homes	<p>In order to meet its current and projected demands reflecting socio-economic and demographic trends, Mississauga will require an appropriate mix of housing by density, type, and affordability throughout the City. (Section 5.2.2)</p> <p>Mississauga will provide opportunities for the development of a range of housing choices in terms of type, arrangements, tenure, and price. (Section 5.3.1.3)</p> <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial housing policies and plans. (Section 5.3.1.4)</p> <p>The provision of housing that meets the needs of young adults, older adults, and families will be encouraged. (Section 5.3.1.8)</p> <p>A diverse range of scale-appropriate housing units will be permitted in all neighbourhoods. These units will be in multiple built forms and accessory dwelling units in accordance with the policies of this Plan, Land Use Designation, and the Zoning Bylaw. (Section 5.3.2.1)</p> <p>On a lot with a principal dwelling residence (detached, semi-detached or townhouse), only one additional unit will be permitted in a building ancillary to the main unit structure. (Section 5.3.2.5)</p> <p>The City will permit secondary dwelling units within the principal residence as well as one additional residential unit in a building ancillary to the main structure, subject to Zoning Bylaw provisions and Building Code requirements. (Section 5.3.2.6)</p>
Chapter 8 Well Designed Healthy Communities	<p>Infill and redevelopment within Neighbourhoods will respect the local planning context. (Section 8.2.3)</p> <p>While new development need not mirror existing development, new development will be designed to respect the existing scale, context, massing, and grades of the surrounding area. (Section 8.3.12)</p> <p>A mix of building types is encouraged on sites that can accommodate more than one building. Where a development includes more than one building, the site will be designed to ensure appropriate site organization and building locations that:</p> <ul style="list-style-type: none"> a. provide parcels of appropriate size and shape for the mix of building types; c. ensure appropriate spacing of buildings; and, d. ensure appropriate transition in scale between buildings of different scales and types and other lower-scaled uses. <p>(Section 8.6.2.17)</p>

Mississauga Official Plan 2051	General Intent
Chapter 10 Land Use Designations	Lands designated Residential Low-Rise I will permit all low-rise street-facing dwellings, up to three storeys. (Section 10.2.5.4)
Chapter 15 Neighbourhoods	<p>The City will support the provision of a full range of housing options, built forms, and compatible uses within neighbourhoods that:</p> <ul style="list-style-type: none"> a. promote a variety of residential built forms and arrangements that respond to the needs of the City's current and future residents and that prioritizes affordable and barrier-free units. c. ensure development provides appropriate transitions in height, built form and density to the surrounding lands. (Section 15.1.1.4)

2. *Provincial Planning Statement, 2024 (PPS)*

The *Provincial Planning Statement, 2024* (PPS), was released on August 20, 2024, and came into effect on October 20, 2024. This new document replaces both the *Provincial Policy Statement, 2020*, and the *Growth Plan for the Greater Golden Horseshoe*; consolidating the two frameworks into a single, province-wide document.

The update aims to streamline policies and place greater responsibility on municipalities to manage growth locally, with a focus on intensification, housing development, and transit-supportive communities.

The new PPS provides direction on land use planning by ensuring that municipal decisions align with provincial interests, such as promoting efficient land use, encouraging diverse housing options, and supporting sustainable development by coordinating land use with existing and planned public infrastructure.

The PPS includes policies promoting the creation of healthy, liveable, and safe communities.

Sections 2.1.6.a, 2.2.1.b, and 2.3.1.3 of the PPS, as referenced in the chart above, identify the importance of achieving complete communities through the creation of multiple housing options. These sections identify the City's responsibility to support general intensification, as well as a diverse built-form, to ensure that the social, health, economic, and wellbeing requirements of current and future residents are met. The proposed amendments outline new regulatory framework which better facilitate ARU's; thereby, diversifying the housing stock, accommodate a range of affordable and market-based residential types, and efficiently provide a suitable form of housing for all stages of life.

Sections 2.2.1.c and 2.3.1.2 of the PPS identify that land use patterns within settlement areas are to be based upon densities

and a mix of uses which efficiently utilize land, infrastructure, and services. This section identifies the City's responsibility to efficiently use its lotting fabric and infrastructure to manage growth and prevent unnecessary sprawl. The proposed regulatory amendments will better facilitate ARU's; thereby, supporting a built-form which efficiently utilizes existing lotting fabric, municipal infrastructure, and services within the City's neighbourhoods

The proposed Zoning By-law amendments are consistent with the PPS's goal to support a diverse range of housing options that efficiently utilizes existing infrastructure and services, serves residents in all stages of their lives, and fosters complete communities. Overall, the proposed Zoning By-law amendments are consistent with the PPS.

3. Ontario Regulation 462/24 (O-Reg 462/24)

On November 20, 2024, the Province filed Ontario Regulation 462/24 (O-Reg 462/24), an amendment to Ontario Regulation 299/19 – Additional Residential Units. This removed certain municipal regulations which served to hinder ARU construction.

Regulation 5.1.1 of O-Reg 462/24, as referenced in the chart above, identifies a minimum threshold for maximum lot coverage of 45% for lots containing ARU's.

The proposed Zoning By-law amendments conform with O-Reg 462/24 by implementing these provincial regulations.

4. Mississauga Official Plan (MOP)

Mississauga's Official Plan directs growth within the City, as well as outlines the goals and policies intended to be achieved by 2031.

Sections 7.1.6, 7.2.1, and 7.2.2 recognize the significance of creating diverse housing options to address the evolving needs of residents, as well as the importance in maximizing existing municipal infrastructure and services. ARU's allow for gentle intensification within neighbourhoods, make use of existing infrastructure, and allow residents flexible housing options that cater to evolving needs.

Sections 9.1.3 and 9.2.2.3 recognize the potential for diversity in built-forms of new development within neighbourhoods. The proposed amendments are intended to introduce updated development standards for ARU's that contextually fit within the existing built form and scale of neighbourhoods; allowing for visible growth within communities that is gradual, is contextually suitable, and provides appropriate transition.

Section 19.4.2 recognizes the need for Mississauga's Zoning By-law to be regularly evaluated. The proposed amendments implement the Province's legislative requirements for ARU's and facilitate MOP's goal of providing a broader range of gentle infill housing options within low-rise residential neighbourhoods.

Overall, the proposed amendments conform with the above-noted MOP policies by broadening the range of infill housing options in a complementary manner to local context and

interests. ARU's unlock a new form of ground-related rental housing, support multi-generational living and aging in place, and can act as a means of supplemental mortgage income.

The proposed Zoning By-law amendments conform with MOP.

As previously identified, Council has adopted a new Official Plan, Mississauga Official Plan 2051. The proposed Zoning By-law amendments conform to the policies of MOP 2051.

5. Zoning

Please see Appendix 1, in this regard.

6. Conclusions

Staff have evaluated the proposed amendments in relation to the *Provincial Planning Statement, 2024*, Ontario Regulation 462/24, and Mississauga Official Plan.

Based upon the preceding analysis, staff are of the opinion that the proposed Zoning By-law amendments are consistent and conform with these aforementioned documents. Further, the proposed amendments implement mandatory provincial regulations.