

Appendix 7 – Planning Rationale for Proposed Amendments to Mississauga Official Plan (MOP), Chapter 5 Direct Growth, Chapter 11 General Land Use, Chapter 14 Community Nodes, Chapter 16 Neighbourhoods, and Chapter 17 Employment Areas


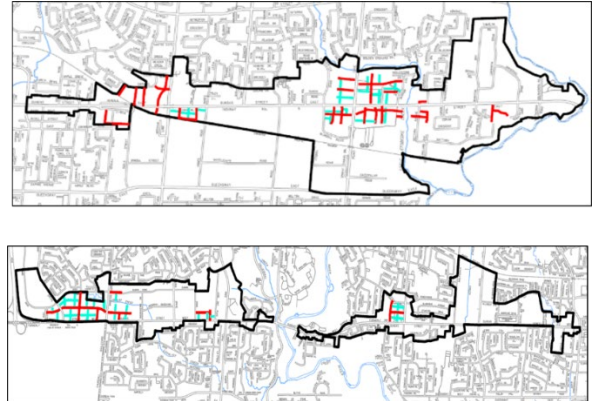
Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
		MOPA 141	<p>Dundas Street will continue its evolution towards a dynamic, urban, mixed-use corridor with multiple options for mobility including walking, cycling, and rapid transit. It will have a mix of residential, commercial and employment uses within a predominantly mid-rise built form with active storefronts, community facilities, public service facilities, integrated open spaces and amenities that result in an enhanced pedestrian experience. New public streets and pedestrian connections will be introduced to create smaller walkable blocks and multiple routes to key destinations.</p> <p>Building heights will vary along the Corridor to reflect the City Structure and to visually emphasize key intersections. Buildings with the greatest heights will be located in proximity to the Dixie GO station area where several rapid transit lines intersect. The tallest mid-rise buildings will be located at the intersections of, Winston Churchill, Erin Mills, Erindale Station, and Cawthra, with lower building heights in between these areas.</p> <p>The Dundas Street Corridor will see growth in population and employment, while respecting existing communities, businesses, and industries. Development along the Corridor will support</p>	<p>In anticipation of future growth along Dundas Street, these policies set the vision and provide guidance for future development within the Dundas Street Corridor. Establishing Corridor-wide policies provides for the development of a cohesive built form to create a sense of place and an enhanced pedestrian experience.</p> <p>In keeping with the vision for transit-supportive growth, the policies propose Corridor-wide built form requirements to establish a more urban, street-related character for Dundas Street. The proposed built form policies focus growth along the Corridor near transit stations and within a mid-rise built form to maintain compatibility with existing ground-related residential neighbourhoods and heritage assets. The policies will direct new development to promote active frontages in mixed-use buildings, while achieving appropriate transition to surrounding established low density residential land uses.</p> <p>The proposed built form and building heights support and reinforce to the City Structure and urban hierarchy of the Mississauga</p>

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			<p>existing employment uses and industries. Not all lands along the Corridor will be able to accommodate the introduction of new sensitive land uses such as residential, due to land use compatibility issues.</p>	<p>Official Plan. The proposed maximum heights provide clarity on the desired built form and have regard to the area context. The maximum heights in combination with the minimum Floor Site Index identified for each PMTSA reflect the planned growth allocation for the area and are adequate to support the anticipated growth and capacity of the Dundas BRT line.</p>
		MOPA 142	<p>Policies shown in a text box are Protected Major Transit Station Area policies in accordance with the Planning Act. The Protected Major Transit Station Area policies of this section will not come into force and effect until the Major Transit Station Area policies of the Region of Peel Official Plan adopted by Region of Peel By-law 20-2022 is approved by the Minister of Municipal Affairs and</p>	<p>Wording has been added to identify Protected Major Transit Station Area policies in accordance with subsection 16(16) of the Planning Act specifically related to policy 5.4.16.2 on building heights.</p>

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5.4.16 Dundas Street Corridor	Added		<p>Housing, and Mississauga Official Plan Amendment No. 144 is in force and effect.</p> <p>In the event of a conflict between the policies of the Region of Peel Official Plan as adopted by Region of Peel By-law 20-2022 and the policies of Mississauga Official Plan Amendment No. 142, the Region of Peel Official Plan policies will prevail.</p>	
		MOPA 141	5.4.16.1 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 as shown on Map 5-2.	This policy clarifies the rationale for the Dundas Corridor boundaries mirroring the Protected Major Transit Station Areas located along Dundas Street.
		MOPA 142	5.4.16.2 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.	Proposed building heights and density requirements, will vary depending on the location along Dundas Street, and development will be required to transition down to lower density residential and employment areas. The proposed policies set out a maximum building height of 25 storeys in proximity to the Dixie GO station area, with taller mid-rise built form located in key intersections along the Corridor and lower mid-rise buildings in between.

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		MOPA 141	<p>5.4.16.3 Development will be designed and located to:</p> <ul style="list-style-type: none"> a. ensure sufficient minimum ground floor building heights to accommodate changes in uses over time; b. 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; c. 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; d. achieve a consistent streetwall with building indentations provided as visual relief; e. promote active frontages in mixed-use buildings with ground floor uses that animate the street; f. prohibit surface parking between a building and the street; g. incorporate underground parking; above grade structured parking will be completely screened by active uses along street frontages; 	<p>The policies support expanded access and connectivity to surrounding GO Stations and future Dundas BRT stations/stops with priority given to new pedestrian and cycling connections. They promote the expansion of the road network, multi modal access, and new pedestrian connections to create smaller walkable blocks and multiple routes to key destinations.</p> <p>These policies also ensure that development along Dundas Street is supported by an expanded parks and open space network to connect a range of existing and new open spaces. These spaces are to serve local and city-wide needs, be centrally located, provide direct connections to transit facilities and enhance view corridors and access to existing open-spaces. The exact location, configuration, size and design of future parks will be determined in conjunction with the development of lands.</p>

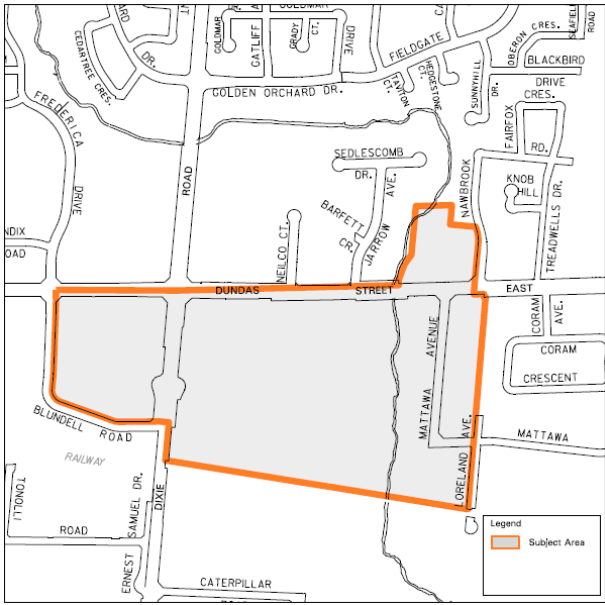
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			<ul style="list-style-type: none"> h. achieve transition to surrounding established low density residential land uses through angular plane provisions; i. incorporate setbacks between the podium and the tower portion of the building fronting Dundas Street; j. maintain minimum separation distances between buildings to ensure sufficient access to sunlight, sky views and privacy; and k. achieve noise attenuation of common private outdoor amenity areas through building design and location instead of mitigation measures. <p>5.4.16.4 An expanded parkland and open space system will provide green, safe, attractive public spaces that include a range of social and recreation activities. The exact location, configuration, size and design of future parks will be determined through the development application process.</p> <p>5.4.16.5 The road network will be expanded to provide increased connectivity, a fine grained multi-modal transportation network, and encourage multi-modal access as shown conceptually in Figures 5-16.1 and 5-16.2, where:</p> <ul style="list-style-type: none"> a. the design, access requirements and public/private responsibilities for roads and pedestrian connections will be 	

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			<p>determined through the development application process;</p> <ul style="list-style-type: none"> b. smaller development blocks are created with new roads and pedestrian connections; and c. pedestrian and cycling connections to transit facilities will be prioritized. 	
Map 5-2	<i>Added</i>	MOPA 141		Map 5-2 defines the boundaries of the Dundas Street Corridor, where the policies of Section 5.4.16 apply.
Figures 5-16.1 and 5-16.2	<i>Added</i>	MOPA 141		The added figures illustrating the road network expansion provide conceptual locations for the provision of additional public roads and private connections to be confirmed as part of the planning application process.
11.1 Introduction	<i>Added</i>	MOPA 142	<p>Policies shown in a text box are Protected Major Transit Station Area policies in accordance with the <i>Planning Act</i>. The Protected Major Transit Station Area policies of this section will not come into force and effect until the Major Transit Station Area policies of the Region of Peel Official Plan</p>	This wording has been added to identify Protected Major Transit Station Area policies in accordance with subsection 16(16) of the Planning Act primarily related to authorized uses of land, buildings and structures including building heights and land use designations .

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			<p>adopted by Region of Peel By-law 20-2022 is approved by the Minister of Municipal Affairs and Housing, and Mississauga Official Plan Amendment No. 144 is in force and effect.</p> <p>In the event of a conflict between the policies of the Region of Peel Official Plan as adopted by Region of Peel By-law 20-2022 and the policies of Mississauga Official Plan Amendment No. 142, the Region of Peel Official Plan policies will prevail.</p>	
<p>11.2.7 Mixed Use Limited</p>	<p><i>Added</i></p>	<p>MOPA 142</p>	<p>11.2.7.1 Lands designated Mixed Use Limited will permit all uses within the Mixed Use Designation, except:</p> <ul style="list-style-type: none"> a. sensitive land uses, including residential; and b. drive-through facilities. <p>11.2.7.2 Notwithstanding the policies of this Plan, existing drive-through facilities will be permitted as they existed on the day these policies come into effect.</p> <p>11.2.7.3 Residential uses and other sensitive land uses may be permitted without amendment to this Plan where the use:</p>	<p>Lands along Dundas Street currently designated Mixed Use and located within Employment Areas prohibit residential uses. In order to allow for the introduction of new sensitive land uses certain lands along the Corridor are proposed to be removed from Employment Areas, designated Mixed Use Limited and placed within adjacent Neighbourhood Character Areas.</p> <p>These policies introduce a new “Mixed Use Limited” land use designation to the Official Plan. The new “Mixed Use Limited” designation, permits the same non-residential uses as the Mixed Use designation, but will prohibit sensitive land uses such as</p>

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			<ul style="list-style-type: none"> a. is appropriate in accordance with the policies of this Plan; b. can be appropriately designed, buffered and/or separated from Employment Areas and/or major facilities; c. is not impacted by adverse effects from noise, vibration, and emissions, including dust and odour; d. does not pose a risk to public health and safety; e. prevents or mitigates negative impacts and minimizes the risk of complaints; f. has regard for City land requirements relating to hazard land identified through flood mitigation studies; g. does not compromise the ability of existing nearby employment uses to comply with environmental approvals, registrations, legislations, regulations and guidelines; and h. permits Employment Areas to be developed for their intended purpose. <p>11.2.7.5 The introduction of sensitive land uses, such as residential, should not negatively impact the continued viability of existing nearby businesses and industries.</p> <p>11.2.7.6 Development on lands within a floodplain, will not be permitted prior to the completion of City-initiated flood studies and the</p>	<p>residential. The introduction of sensitive land uses may be permitted without an amendment to the Mississauga Official Plan, subject to a set of criteria that includes appropriate design, compatibility assessments, and completion of flood mitigation measures where necessary.</p> <p>The purpose of this designation is to prohibit sensitive land uses including residential until it can be demonstrated to the satisfaction of the City the proposed use is suitable subject to criteria.</p> <p>The intent of these policies is to protect both new and existing uses from adverse impacts due to land use compatibility issues and flood risk.</p>

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			<p>construction of recommended mitigation measures where necessary.</p> <p>11.2.7.7 A holding provision may be placed on lands where the ultimate desired use of the lands is specified but development cannot proceed until conditions set out in this Plan, or in an implementing by-law, are satisfied.</p> <p>11.2.7.8 Conditions to be met prior to the removal of a holding provision, include but are not limited to the following:</p> <ul style="list-style-type: none"> a. acceptance of the compatibility assessments, as identified by the City; b. acceptance of the flood mitigation recommendations; and c. all flood remedial works are complete and deemed functional to the satisfaction of the City, conservation authority, the Province and other regulatory body. 	
<p>14.1 Introduction</p>	<p><i>Added</i></p>	<p>MOPA 142</p>	<p>Policies shown in a text box are Protected Major Transit Station Area policies in accordance the Planning Act. The Protected Major Transit Station Area policies of this section will not come into force and effect until the Major Transit Station Area policies of the Region of Peel Official Plan adopted by Region of Peel By-law 20-2022 is approved by the Minister of Municipal Affairs and Housing, and</p>	<p>This wording has been added to identify Protected Major Transit Station Area policies in accordance with subsection 16(16) of the Planning Act primarily related to authorized uses of land, buildings and structures including building heights and land use designations.</p>

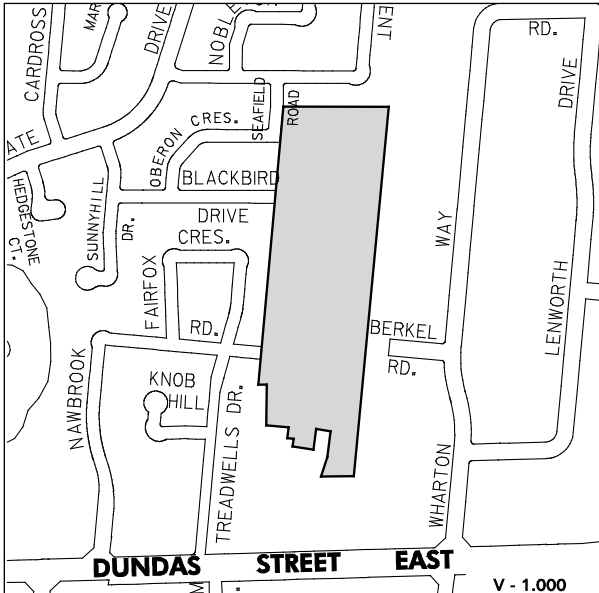
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			<p>Mississauga Official Plan Amendment No. 144 is in force and effect.</p> <p>In the event of a conflict between the policies of the Region of Peel Official Plan as adopted by Region of Peel By-law 20-2022 and the policies of Mississauga Official Plan Amendment No. 142, the Region of Peel Official Plan policies will prevail.</p>	
<p>14.3 Dixie-Dundas</p>	<p><i>Amended</i></p>	<p>MOPA 141</p>		<p>Map 14-3 is amended to show the new Dixie-Dundas Community Node boundary subject to the policies in Section 14.3. The Dixie-Dundas Node will be a new focal area within the City where transit-supportive development with a mix of uses is to have a strong urban character.</p> <p>The proposed Community Node area has been modified from the boundary illustrated in the Dundas Connects Master Plan. Lands within the provincially regulated Applewood and Dixie-Dundas Special Policy Areas will remain outside of the new Node boundary. As per the Provincial Policy Statement 2020, these lands will retain existing polices and land use designations, pending the completion and Provincial approval of the ongoing Dundas Street Special Policy Area Update.</p>

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	<i>Added</i>	MOPA 141	<p>14.3.1 Introduction</p> <p>The Dixie-Dundas Community Node is located within the Dundas Street Corridor and encompasses the major intersection of Dundas Street East and Dixie Road. It forms part of the Wharton and Dixie GO Protected Major Transit Station Areas.</p> <p>The Community Node is bisected by the Little Etobicoke Creek natural area and encompasses a range of land uses such as employment, commercial, retail, and residential. The Dixie GO Station, located adjacent to the southern boundary of the Community Node, serves as a transit link to surrounding municipalities.</p> <p>14.3.2 Vision</p> <p>The Dixie-Dundas Community Node will evolve to be a unique mixed-use community that is well served by frequent local and higher order transit, such as the Dixie GO Station and the Dundas Bus Rapid Transit. It will include diverse employment, commercial, and residential uses. A range of housing options, forms and tenure will be provided to meet the needs of a diverse and growing community.</p>	<p>These policies provide direction for development within the Dixie-Dundas Community Node to support a mixed use, transit-supportive, urban community.</p>

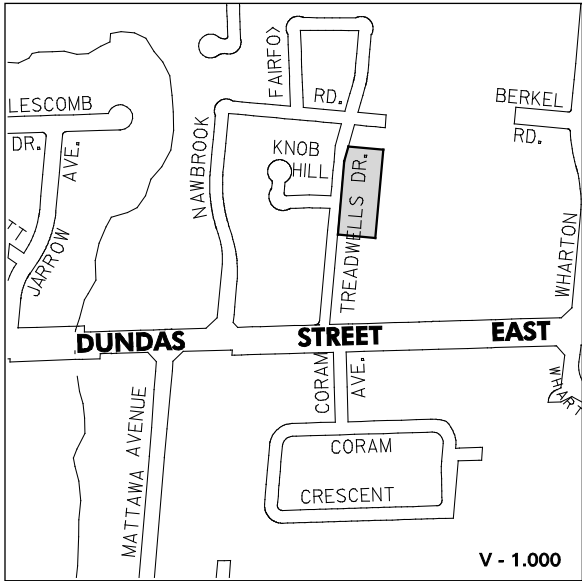
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			<p>Growth will be compatible with surrounding employment and residential uses supported by multi-modal connections to nearby amenities.</p>	
		MOPA 142	<p>14.3.3 Land Use</p> <p>14.3.3.1 The Community Node will be developed as a mixed use community with a balanced range of residential and non-residential uses.</p> <p>14.3.3.2 Development with a mix of uses will be provided along Dundas Street and Dixie Road.</p> <p>14.3.3.3 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. Holding provisions may be applied until the completion of these studies and the construction of any required mitigation measures prior to development.</p> <p>14.3.3.4 Conditions to be met prior to the removal of a holding provision set out in 14.3.3.3, include but are not limited to the following:</p> <ol style="list-style-type: none"> a. acceptance of compatibility assessments, as identified by the City; b. acceptance of flood mitigation recommendations; and c. all flood remedial works are complete and deemed functional to the satisfaction of the 	<p>The land use policies clarify that redevelopment on lands subject to flooding in the Community Node will be limited and subject to current flood risk policies in the Official Plan. Any development will require approval from the conservation authority. The ongoing City-initiated flood studies that are reviewing the floodplain boundaries will need to be completed, along with any mitigation measures, before any significant redevelopment can proceed.</p> <p>The policies also provide criteria that must be met prior to the removal of a holding provision placed on lands within the Regional Storm floodplain.</p> <p>Specific height requirements will be referenced in the new Major Transit Station Area section of the Official Plan for the Community Node as it falls within two Protected Major Transit Station Areas.</p>

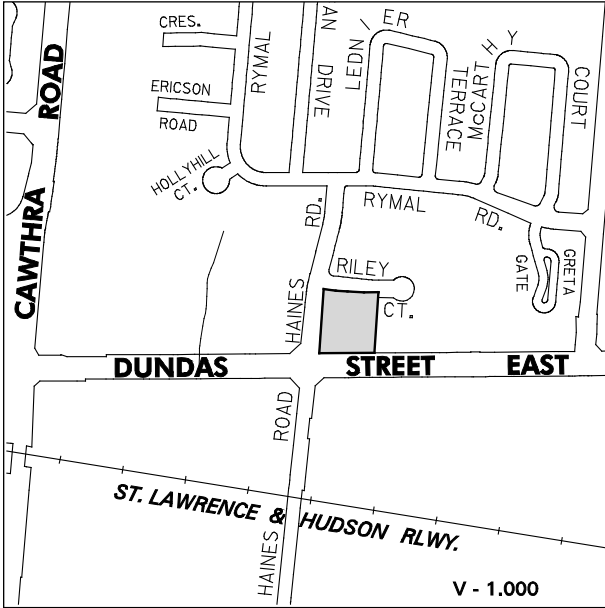
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			<p>City, conservation authority, the Province and other regulatory bodies.</p> <p>14.3.4 Heights</p> <p>14.3.4.1 Buildings with the greatest heights will be located at the intersection of Dundas Street and Dixie Road as shown on Schedule 11: Protected Major Transit Station Areas.</p>	
<p>16.2.1 Context</p>	<p><i>Removed</i></p>	<p>MOPA 141</p>	<p>16.2.2.2 Creative massing solutions are encouraged in the design of built form and site layouts for mixed use lands on Dundas Street East. The height of buildings should be maximized, and the amount of parking between the front building façade and the street line decreased. Emphasis should be placed upon creative and effective landscape treatment. Signs should form an integral part of the overall concept of site and building design.</p> <p>16.2.2.3 In high density residential development, efforts to develop a continuous street frontage through the orientation of buildings parallel to the street and the placement of significant building mass adjacent to the street edge are encouraged. Where this is not possible, the construction ground related podium structures (not including above ground parking structures) and intensive landscaping at the street edge, may be considered.</p> <p>16.2.2.4 Pedestrian activity on lands designated Mixed Use at the northwest corner of Dundas</p>	<p>The context policies related to lands along Dundas Street within the Applewood Character Area have been deleted and replaced with new wording to reflect the new vision for the Dundas Street Corridor. They also reference the Major Transit Station Area policies that apply.</p>

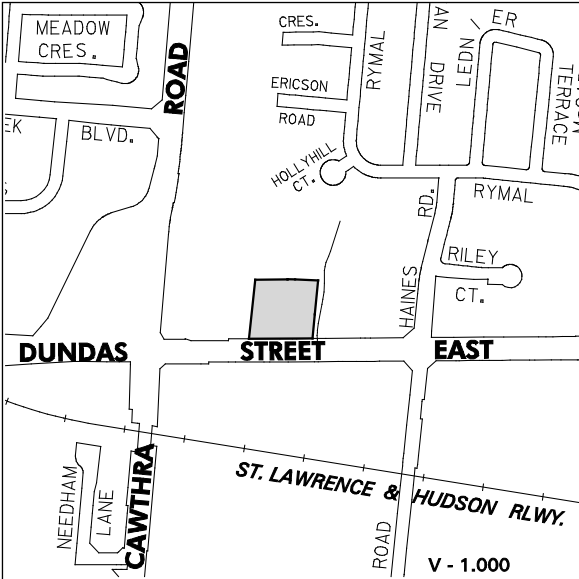
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			<p>Street East and Dixie Road should be encouraged by:</p> <ul style="list-style-type: none"> a. minimizing building setbacks and the amount of parking between the front façade of buildings and the street; b. orienting buildings parallel to the street with a significant portion of the building mass located along the street frontage; and c. providing a continuous landscape area between the front wall of buildings and the street. 	
	<i>Added</i>		<p>16.2.2.2 Dundas Street East is a higher-order transit corridor that crosses through a number of Protected Major Transit Station Areas. Lands along and adjacent to Dundas Street East have the potential to accommodate future growth within mixed use development, providing a range of housing types and affordability options. Emphasis on connectivity and multi-modal access along the corridor will be integrated with appropriate built form and an enhanced parks and open space system, as per the Dundas Corridor policies of this Plan.</p>	
16.2.3 Land Use	<i>Amended</i>	MOPA 141	16.2.3.1 For development on Residential Medium Density and Residential High Density designated	This policy is amended by adding “on lands not located within a protected Major Transit

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			<p>lands not located within a protected Major Transit Station Area, new development should not exceed the height of any existing buildings on the property, and will be further limited in height so as to form a gradual transition in massing when located adjacent to lands designated as Residential Low Density I and II.</p>	<p>Station Area,” to clarify that the current height policy only applies to areas in the Applewood Character Area outside the defined Dundas Street Corridor. Lands within the defined Dundas Street Corridor, are also within protected Major Transit Station Areas, and will be subject to new urban design and built form policies proposed through this amendment.</p>
<p>16.2.4 Special Site Policies</p>	<p><i>Removed</i></p>	<p>MOPA 141</p>	<p>16.2.4.1 Site 1</p> 	<p>This Special Site Policy has been removed as the land use designation has been changed from Residential Low Density II to Mixed Use. The intent of removing this policy is to allow the lands to be redeveloped in accordance with the Mixed Use designation envisioned for the site.</p>

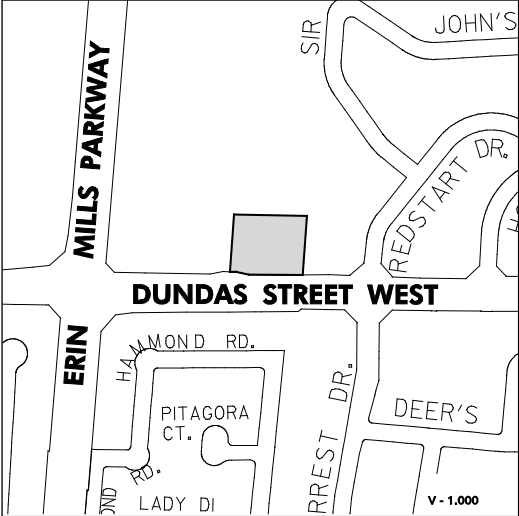
Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			<p>16.2.4.1.1 The lands identified as Special Site 1 are located north of Dundas Street East, west of the Ontario Hydro corridor.</p> <p>16.2.4.1.2 Notwithstanding the provisions of the Residential Low Density II designation, a maximum of 239 mobile homes or land lease community homes with accessory administrative facilities will be permitted.</p>	
	<i>Amended</i>	MOPA 141	<p>16.2.4.3.2 Site 3</p> <p>“Notwithstanding the provisions of this Plan, the following additional policies will apply:”</p>	<p>Wording in this policy has been modified to reflect the land use change to Mixed Use for the site, which would permit the uses currently listed in the policy as of right, making it redundant.</p>

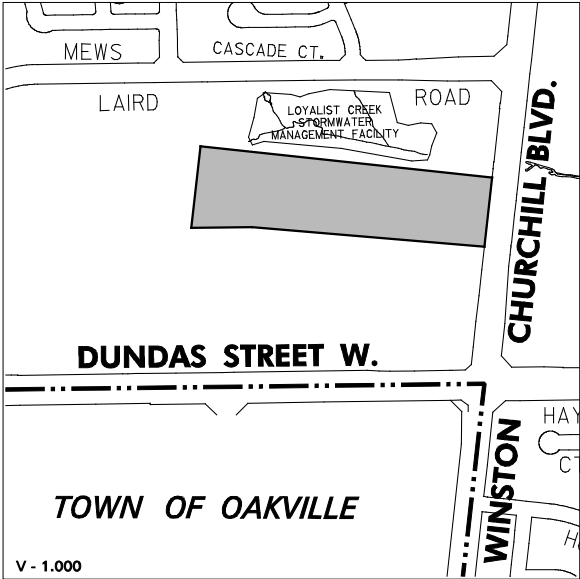
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	Removed	MOPA 141	<p>16.2.4.5 Site 5</p>  <p>16.2.4.5.1 The lands identified as Special Site 5 are located on the east side of Treadwells Drive, north of Dundas Street East.</p> <p>16.2.4.5.2 Notwithstanding the provisions of the Residential Medium Density designation, a maximum of 9 detached dwellings and 23 townhouse dwellings will be permitted.</p>	<p>This Special Site Policy has been removed as the land use designation has been changed from Residential Medium Density to Mixed Use. The intent of removing this policy is to allow the lands to be redeveloped in accordance with the Mixed Use designation envisioned for the site.</p>

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	Removed	MOPA 141	<p>16.2.4.8 Site 8</p>  <p>16.2.4.8.1 The lands identified as Special Site 8 are located on the east side of Haines Road, north of Dundas Street East.</p> <p>16.2.4.8.2 Notwithstanding the provisions of the Residential High Density Designation, the following additional policies will apply:</p>	<p>This Special Site Policy has been removed as the land use designation has been changed from Residential High Density to Mixed Use. The intent of removing this policy is to allow the lands to be redeveloped in accordance with the Mixed Use designation envisioned for the site.</p>

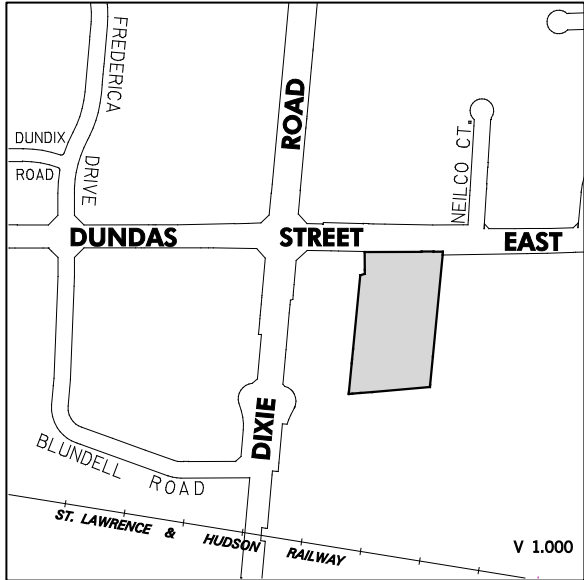
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			<p>a. apartment dwellings with a maximum height of ten storeys if the lot area is equal to or greater than 6 600 m²;</p> <p style="text-align: center;">or</p> <p>b. apartment dwellings with a maximum height of four storeys if the lot area is less than 6 600 m².</p>	
	Amended	MOPA 141	<p>16.2.4.3 Site 3</p> 	<p>Due to a change in land use from Office to Mixed Use, this Special Site Policy Area has been amended by removing the following wording, which is no longer required as the new permissions allow a combination of housing types such as townhouses and high density apartment buildings; and where the development may consist of primarily residential uses above the ground floor:</p> <p><i>“the Mixed Use designation, apartment dwellings in accordance with the Residential High Density designation, will also be permitted and”</i></p>

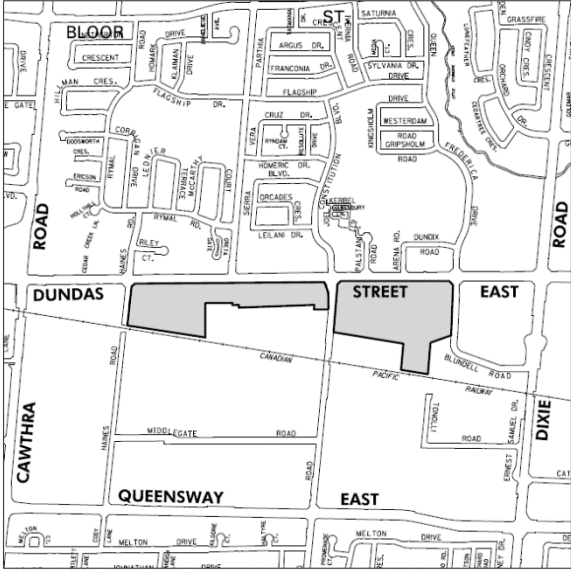
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			<p>16.2.4.3.1 The lands identified as Special Site 31 are located on the north side of Dundas Street East, east of Cawthra Road.</p> <p>16.2.4.3.2 Notwithstanding the provisions of this Plan the Mixed Use designation, apartment dwellings in accordance with the Residential High Density designation, will also be permitted and the following additional policies will apply:</p> <ul style="list-style-type: none"> a. the extension of the existing cemetery is also permitted on the westerly portion of these lands; and b. approval for development will be subject to approval of a tree survey submission which demonstrates appropriate tree preservation measures. 	

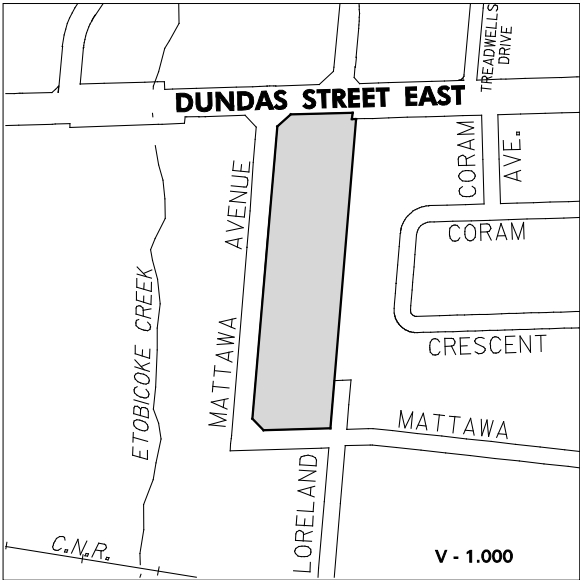
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<p>16.10.2 Special Site Policies</p>	<p><i>Removed</i></p>	<p>MOPA 141</p>	<p>16.10.2.2 Site 2</p>  <p>16.10.2.2.1 The lands identified as Special Site 2 are located on the north side of Dundas Street West, east of Erin Mills Parkway.</p> <p>16.10.2.2.2 Notwithstanding the provisions of the Mixed Use designation, a funeral establishment will be the only permitted use.</p>	<p>This Special Site Policy area has been removed. The existing Mixed Use designation allows for a funeral establishment, and the restrictions of other permitted uses would not be consistent with the vision for the Dundas Street Corridor.</p>

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<p>16.10.3 Exempt Site Policies</p>	<p><i>Re-numbered</i></p>	<p>MOPA 141</p>	<p>16.10.3.2 Site 2</p>  <p>16.10.3.2.1 The lands identified as Exempt Site 2 are located south of Laird Road and west of Winston Churchill Boulevard.</p> <p>16.10.3.2.2 Notwithstanding the provisions of the Mixed Use designation, housing for the elderly will also be permitted.</p>	<p>This exempt site has been removed from the Western Business Park Employment Area, previously 17.9.4.1 and placed within the Erin Mills Neighbourhood Character Area 16.10.3.2 due to the proposed changes in the Character Area boundaries. No policy change is proposed.</p>
<p>17.4 Dixie</p>	<p><i>Added</i></p>	<p>MOPA 141</p>	<p>The Dixie Employment Area is a major employment cluster that provides significant employment. With access to rail and major</p>	<p>Wording has been added to this section to establish the vision for the Dixie Employment Area and to protect for land use compatibility.</p>

Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			<p>transportation infrastructure, the range and scale of employment uses provides significant opportunities and benefits to the City. Existing and permitted employment uses within the area will be protected from non-compatible uses to ensure continued viability of the employment area.</p>	
<p>17.4.1 Urban Design Policies</p> <p>Community Identity and Design</p>	<p><i>Amended</i></p>	<p>MOPA 141</p>	<p>17.4.1.1 An appropriate gateway treatment should be created at the city boundaries at Dundas Street East and the Queensway East through the massing of buildings, landscape design, or the design of the streetscape. The Dundas Street East gateway will be comprised of development that incorporates a mix of transit supportive uses and an active street frontage. Increased connectivity, multi-modal access and expanded parks and open space network will be encouraged to serve the anticipated growth along the corridor.</p>	<p>The existing policy has been amended by deleting the last sentence “A gateway treatment for Dundas Street East is outlined in the Special Site policies.” and replacing with wording describing the envisioned character of the Dundas Street East gateway area as follows:</p> <p><i>The Dundas Street East gateway will be comprised of development that incorporates a mix of transit supportive uses and an active street frontage. Increased connectivity, multi-modal access and expanded parks and open space network will be encouraged to serve the anticipated growth along the corridor.</i></p>
<p>17.4.3 Transportation</p>	<p><i>Removed</i></p>	<p>MOPA 141</p>	<p>17.4.3.2 Mississauga will consider the extension of Mattawa Avenue westward to Dixie Road, and a connection of Jarrow Avenue southward to the Mattawa Avenue extension.</p>	<p>This policy is removed as it is no longer applicable.</p>

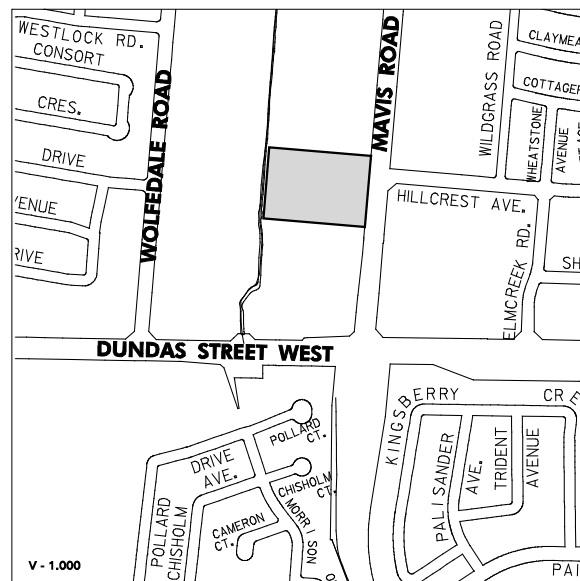
Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
<p>17.4.4 Special Site Policies</p>	<p><i>Removed</i></p>	<p>MOPA 141</p>	<p>17.4.4.4 Site 4</p>  <p>17.4.4.4.1 The lands identified as Special Site 4 are located on the south side of Dundas Street East and east of Dixie Road.</p> <p>17.4.4.4.2 Notwithstanding the policies of this Plan, a minimum building height of two storeys or the equivalent building height in a single storey building massing will only be required for development adjacent to Dundas Street East.</p>	<p>With the creation of the new Dixie-Dundas Community Node this site is now located within the new node boundary. The special policies are no longer necessary given that they will be addressed in the new Dundas Street Corridor wide policies in Chapter 5, and the new building height requirements proposed for the site as part of the Major Transit Station Area OPA.</p>

Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			<p>17.4.4.4.3 A development master plan may be required that addresses matters such as:</p> <ul style="list-style-type: none"> a. height, scale and location of proposed uses; b. community and physical infrastructure requirements (e.g. roads, transit stations); and c. transition and connectivity to surrounding development. 	
<p>17.4.4 Special Site Policies</p>	<p><i>Added</i></p>	<p>MOPA 141</p>	<p>17.4.4.4 Site 4</p>  <p>17.4.4.4.1 The lands identified as Special Site 4 are fronting the south side of Dundas</p>	<p>No policy changes are being proposed for the lands fronting Dundas Street between Haines Road to the west and Blundell Road. Due potential land use compatibility issues between residential uses and existing adjacent employment uses, further analysis will be required to determine the long-term suitability of sensitive land uses in this area.</p> <p>A municipally led land use assessment is to be completed prior to an land uses changes.</p>

Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			<p>Street East between Blundell Road in the east and Haines Road in the west.</p> <p>17.4.4.4.2 Notwithstanding the policies of this plan, a change in land use permissions will be subject to the completion of a municipally led land use compatibility assessment and will occur through a City-initiated amendment to this plan.</p>	
<p>17.4.5 Exempt Site Policies</p>	<p><i>Removed</i></p>	<p>MOPA 141</p>	<p>17.4.5.2 Site 2</p> 	<p>With the creation of the new Dixie-Dundas Community Node this site is now located within the new node boundary. The exempt site policies are no longer necessary given that the site is being removed from the Employment Area and the Mixed Use designation will permit a range of uses including residential.</p>

Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			<p>17.4.5.2.1 The lands identified as Exempt Site 2 are located at the southeast corner of Dundas Street East and Mattawa Avenue, at 1650 Dundas Street East.</p> <p>17.4.5.2.2 Notwithstanding the provisions of the Mixed Use designation, residential uses will also be permitted on the second floor of the existing building, provided that they take the form of live/work units and are limited to a maximum of 42 units and 6 140 m2.</p>	
17.6 Mavis-Erindale	<i>Added</i>	MOPA 141	<p>The Mavis-Erindale Employment Area is a major employment cluster that provides significant employment. With access to rail and major transportation infrastructure, the range and scale of employment uses provides significant opportunities and benefits to the City. Existing and permitted employment uses within the area will be protected from non-compatible uses to ensure continued viability of the employment area.</p>	<p>Wording has been added to this section to establish the vision for the Mavis-Erindale Employment Area and to protect for land use compatibility.</p>
17.6.3 Special Site Policies	<i>Removed</i>	MOPA 141	<p>17.6.3 Special Site Policies</p> <p>There are sites within the Character Area that merit special attention and are subject to the following policies.</p>	<p>The Special Site Policies subsection from the Mavis-Erindale Employment Area is being removed. Section 17.6.3.1 is being removed and placed within the Erindale Neighbourhood Character Area.</p>

17.6.3.1 Site 1

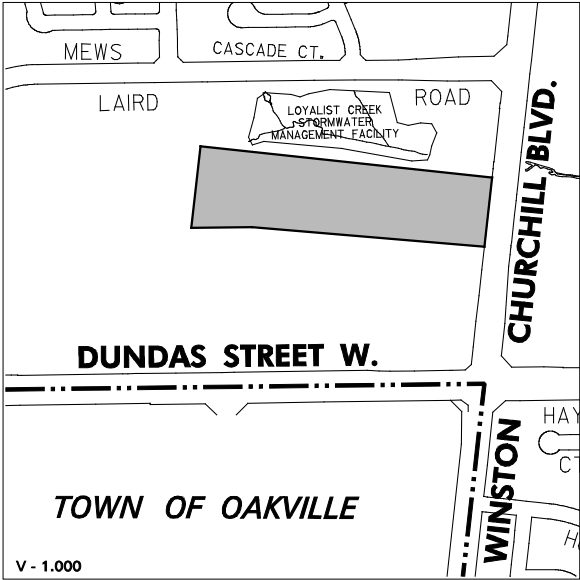


17.6.3.1.1 The lands identified as Special Site 1 are located on the west side of Mavis Road, north of Dundas Street West.

17.6.3.1.2 Notwithstanding the provisions of the Mixed Use designation, the following additional policy will apply:

- a. the following uses will not be permitted:
 - a department store;
 - a food supermarket;

Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			<ul style="list-style-type: none"> • a drug store; and • an automotive parts and accessories store. 	
17.6.4 Exempt Site Policies	<i>Added</i>	MOPA 141	There are sites within the Character Area that merit special attention and are subject to the following policies.	A preamble is added to this section to replace wording removed in Section 17.6.3 Special Site Policies.
17.9 Western Business Park	<i>Added</i>	MOPA 141	The Western Business Park Employment Area is a major employment cluster that provides significant employment. With access to major transportation infrastructure, the range and scale of employment uses provides significant opportunities and benefits to the City. Existing and permitted employment uses within the area will be protected from non-compatible uses to ensure continued viability of the employment area.	Wording has been added to this section to establish the vision for the Western Business Park Employment Area and to protect for land use compatibility.

Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
<p>17.9.4 Exempt Site Policies</p>	<p><i>Re-numbered</i></p>	<p>MOPA 141</p>	<p>17.9.4.1 Site 1</p>  <p>17.9.4.1.1 The lands identified as Exempt Site 1 are located south of Laird Road and west of Winston Churchill Boulevard.</p> <p>17.9.4.1.2 Notwithstanding the provisions of the Mixed Use designation, housing for the elderly will also be permitted.</p>	<p>This exempt site has been removed from the Western Business Park Employment Area (previously 17.9.4.1) and placed within the Erin Mills Neighbourhood Character Area (16.10.3.2) due to the proposed changes in the Character Area boundaries. No policy change is proposed.</p>