

Appendix 3

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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