

Notes:

Existing policies are shown in the black text; proposed new changes are shown in the red text; proposed deletions to existing policies are shown as ~~strike-outs~~. Text highlighted in yellow indicate a change from the draft official plan amendment presented to Planning and Development Committee on May 9, 2022.

### 1.1.4 How to Read Mississauga Official Plan

To understand the planning rationale and policy objectives of Mississauga Official Plan, also referred to as “Official Plan”, “the Plan” or “this Plan”, it should be read in its entirety and all relevant text, tables, and schedules are to be applied to each situation. The uses listed in Part 3 of this Plan will be permitted provided that all other policies of this Plan are met.

The vision articulated in Mississauga Official Plan is contingent on an understanding of the city as a complex, urban place where sometimes conflicting considerations must be effectively balanced so that the city can move forward with planning approaches that align with larger city building objectives.

Mississauga Official Plan replaces the 2003 Mississauga Plan. The following provides guidance for the interpretation of this document:

- a. Mississauga Official Plan document includes text, tables, schedules, figures and associated captions, and appendices. The text, tables, maps and schedules are the policies of Mississauga Official Plan and must be read together. The figures and associated captions and the appendices have been included for information and illustration purposes only and are not policy. The text, tables, maps and schedules will be amended through an official plan amendment. Figures and associated captions and appendices may be modified without an amendment to this Plan.
- b. The location of boundaries and symbols are approximate and they are not intended to define the exact locations except where they coincide with major roads, railways, transmission lines,

major **watercourses**, or other bodies of water, and other clearly recognizable physical features. Future roads and public transit systems are shown in approximate locations only. Numbers are approximations, except designated rights-of-way widths. Where a land use designation coincides with a property line, the property line will generally be interpreted as the boundary of the land use designation. Where a property is adjacent to a road, the land use designation is interpreted to extend to the centre line of the road right-of-way.

- c. Mississauga may undertake or require a number of studies to address planning matters including the following:
  - a municipal comprehensive review is an official plan review or an official plan amendment, initiated by the City, that has city wide policy implications. This includes, among other matters, changes to the urban structure or conversion of employment lands;
  - a local area review may be undertaken for all or part of one or more Character Areas. It may develop a vision for the study area as well as address a variety of matters such as land use, transportation, environment or urban design. While a local area review would generally result in an amendment to Character Area policies which may be contained within a Local Area Plan, it may also identify a need for amendments to city wide policies. These reviews are typically undertaken by or on behalf of the City. An official plan amendment would be required to implement the results of a local area review;
  - a development master plan is prepared by a development proponent at the direction of the City and to the City’s satisfaction to assist with the evaluation of development applications until such time as a local area review has been completed; and

- planning studies may address a variety of Official Plan policies including matters relating to land use, transportation, environment, or urban design that are limited in scope or geography. These reviews are typically undertaken by or on behalf of the City and may or may not result in an amendment to this Plan.
- d. Interpretation of the intent of Mississauga Official Plan, or any part thereof, will be made by City Council on the advice of staff. Where terms such as “acceptable” or “appropriate” are used, the determination of compliance will be made by City Council on the advice of staff.
  - e. Where there is a conflict between the policies relating to the natural and cultural heritage and the rest of this Plan, the direction that provides more protection to the natural and cultural heritage will prevail.
  - f. There are sites within Character Areas that merit special attention. While special sites are areas with unique circumstances, they complement and support the long term vision of the Plan. As such, they are to be read in conjunction with the general land use policies and all other applicable policies of the Plan. Unless otherwise stated, the lands may be developed in accordance with their land use designation and/or the uses permitted by the special site. It is intended that special sites will be reviewed during the preparation of local area reviews or other planning studies.
  - g. There are sites in Mississauga identified in Part 3 as “exempt”. Exempt sites reflect unique circumstances that are not representative of the vision, direction and planning policies of the Plan, but nonetheless are recognized because they contain established land uses. Generally such uses will be encouraged to relocate to lands appropriately designated. “Exempt sites” will be reviewed during the preparation of local area reviews or other planning studies. It is intended that these lands will eventually be redeveloped in accordance with the underlying designation. In the interim, lands zoned to permit such uses or buildings are deemed to be in conformity with the provisions of the Plan. The lands may be developed in accordance with their land use designation and/or the uses permitted by the individual exempt site.
  - h. Mississauga Official Plan will not be interpreted to prevent the use of any land or building on a site for a purpose that is contrary to the Plan, if such uses or buildings lawfully existed on the date of the approval of the Plan.
  - i. Provided that the purpose, effect, intent, meaning, and substance are in no way affected, the following technical revisions to the Plan are permitted without an official plan amendment:
    - changing the numbering, cross referencing, and arrangement of the text, tables, maps and schedules, figures and associated captions, or appendices;
    - revising base map information; altering punctuation or language for consistency; and
    - correcting grammatical, dimensional and boundary, mathematical or typographical errors.
  - j. The indication of any proposed services or infrastructure, roads, or parks in text or on maps or schedules is not a commitment by City Council to provide such services within a given time period unless otherwise stated in the Plan and is subject to budgetary and other applicable approvals.
  - k. Singular terms include the plural and plural terms include the singular.
  - l. “Airport” means the Toronto – Lester B. Pearson International Airport.
  - m. “character” means the aggregate of the features including the attributes of the physical, natural and social dimensions of a particular area or neighbourhood.
  - n. “City”, when capitalized, means The Corporation of the City of Mississauga.

- o. “city”, when not capitalized, means the geographic area of the City of Mississauga.
- p. “community facility” means a facility operated by or on behalf of a public authority for the provision of community activities such as, but not limited to recreation, libraries, arts, crafts, museums, social and charitable activities. This includes pools, outdoor rinks and arenas. Private facilities such as gyms, banquet halls/conference centres or convention centres are not considered community facilities.
- q. “community infrastructure” means lands, buildings, and structures that support the quality of life for people and communities by providing public schools, private schools, emergency services, private clubs, community facilities, daycare/day program and places of religious assembly. Private club means a social, cultural, athletic or recreational club or fraternal organization that is not operated for profit.
- r. “compatible” means development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area.
- s. “conform to” means to comply with or be in agreement with a policy or requirement of the Plan.
- t. “conserve” means the identification, protection, use and/or management of cultural, heritage and archaeological resources in such a way that their heritage values, attributes, and integrity are retained. This may be addressed through a conservation plan or heritage impact assessment.
- u. “consistent with” means to be in agreement or not in conflict with a policy or requirement of the Plan.
- v. “current” means most recently approved practices and standards or policies that are in effect.
- w. “discourage” means not permitted unless it can be demonstrated that compliance with the policy:
  - is not possible; or
  - would not result in good planning; or
  - does not meet the overall intent of this Plan.
- x. “density” means the intensity of use permitted on a property or the concentration of jobs or people within a defined area. When referring to development, density means the floor space of a building(s) or number of units in relation to a given area of land.
- y. “Downtown” corresponds to the “Urban Growth Centre” as defined in the Growth Plan for the Greater Golden Horseshoe 2006 and refers to the city structure element.
- z. “encourage” means to carefully consider or take into account.
- aa. “enhance” means to complement and assist in furthering the aesthetic and intrinsic value of a neighbourhood, site, or structure. As applied to the environmental policies of the Plan, enhance means intensifying components of a natural area through management measures to increase stability, **biodiversity**, and long term viability.
- bb. “existing” includes built and approved development at the time this Plan is adopted by City Council.
- cc. “may” means a discretionary, but not a mandatory policy or requirement of the Plan.
- dd. “Neighbourhood”, when capitalized, refers to the city structure element.
- ee. “neighbourhood”, when not capitalized, refers to an undefined geographic area containing primarily residential dwellings.

- ff. “pedestrian” means a person who travels by foot or with a mobility assisted device, e.g. a wheelchair, and matters pertaining to pedestrian movement including universal accessibility.
- gg. “preserve” when referring to Natural Areas, means maintaining a natural area by protecting the stability, **biodiversity** and long term viability of its components. When referring to heritage resources, preservation includes both short term and interim measures to protect or stabilize the area or feature, as well as long term actions to retard deterioration or prevent damage so that the area or feature can be kept serviceable through routine maintenance and minimal repair, rather than extensive replacement and new construction.
- hh. “Region”, when capitalized, means the Region of Peel.
- ii. “region”, when not capitalized, refers to the geographic area of the Region of Peel and surrounding area.
- jj. “restore” means developing components of a natural area through the re-creation or reinstatement of conditions previously associated with stability, **biodiversity**, and long term viability.
- kk. “should” means to carefully consider or take into account.
- ll. “sustainable” means development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
- mm. “will” denotes a mandatory requirement of the Plan. “Will” used in conjunction with a permitted land use means the use is permitted if all other policies of this Plan are met.
- nn. Italicized terms throughout the text do not appear in the Glossary. These correspond to specific documents and policies when identified by their title (e.g., *Planning Act*).

oo. Italicized and bolded terms throughout the text are defined in the Glossary. The definition of the following terms are as defined in the Provincial Policy Statement or the Growth Plan for the Greater Golden Horseshoe:

- Affordable
- Areas of natural and scientific interest (ANSI)
- Built up area
- Built boundary
- Coastal wetlands
- Complete communities
- Complete Streets
- Cultural heritage landscape
- Designated greenfield area
- Development
- Dynamic beach hazard
- Ecological function
- Endangered species
- Erosion hazard
- Fish habitat
- Flood fringe
- Flooding hazard
- Flood plain
- Flood proofing standard
- Floodway
- Green infrastructure
- Ground water feature
- Habitat of endangered species and threatened species
- Hydrologic function
- Infrastructure
- Intensification
- Major office



- Mineral aggregate operations
- Modal share
- Multi-modal
- Oil, gas and salt hazards
- One hundred year flood
- Petroleum resource operations
- Quality and quantity of water
- Redevelopment
- Regional market area
- Sensitive
- Sensitive land uses
- Site alteration
- Special needs
- Special policy area
- Threatened species
- Transportation corridor
- Transportation Demand Management
- Valleylands
- Watershed
- Wetlands
- Wildlife habitat

For convenience, Appendix A provides the definition of the terms listed above. If there is a discrepancy between the definition in Appendix A and the Provincial Policy Statement or the Growth Plan for the Greater Golden Horseshoe, the definition in the Provincial Policy Statement or the Growth Plan for the Greater Golden Horseshoe will apply.

The meaning of a term not defined in the Glossary or included in the above list of terms defined in the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe, will be as defined in the Canadian Oxford Dictionary, 2nd edition.

pp. Metric measurements are used in this Plan.

qq. For lands within **Protected Major Transit Station Areas** as shown on Schedule 2: Intensification Areas, of this Plan:

- Part 2 City Wide Policies of this Plan are applicable to all **Major Transit Station Areas**;
- Other **Protected Major Transit Station Area** policies, in accordance with the *Planning Act*, are identified by a text box in this Plan;
- The **Major Transit Station Area** policies are to be read in conjunction with the other policies of this Plan. In the event of a conflict, the **Major Transit Station Area** policies and those identified as being **Protected Major Transit Station Area** policies elsewhere in the Plan will take precedence; and
- Land use designations and building heights for **Protected Major Transit Station Areas** are identified on the schedules of this Plan.

## Steps to determine the designation and use of a property:

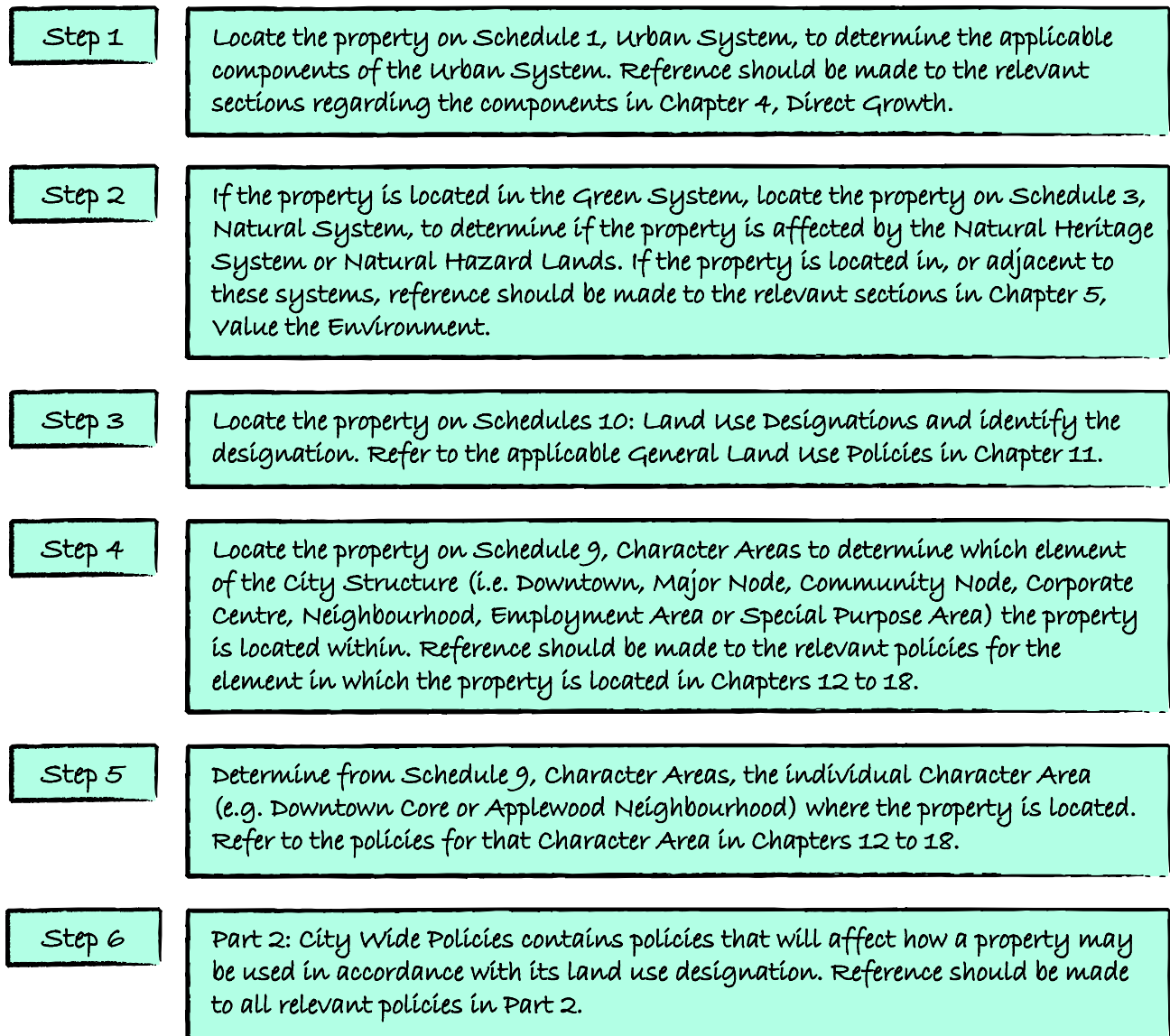


Figure 1-3: Steps to determine the designations and use of property.

# 5 Direct Growth

## 5.1 Introduction

Mississauga's population and employment growth prospects are expected to remain strong over the next 25 years. Mississauga has sufficient land to accommodate projected growth to 2031 and beyond. As Mississauga is now at the end of its greenfield growth phase, new growth will be accommodated

to ensure that required services and amenities keep pace with development. Existing stable neighbourhoods, valuable cultural heritage resources and the Natural Heritage System will be protected.

Over time, the city will evolve to include a vibrant Downtown, a number of mixed use Major Nodes and Community Nodes, several prestigious Corporate Centres, stable residential Neighbourhoods and diverse Employment Areas. The Airport and the



Figure 5-1: The future plan for the Downtown will help to nurture a vibrant, walkable and compact area, offering a variety of choices and experiences for people. This includes great streets that provide pleasant walking and shopping experiences; restaurants and outdoor cafes; places to congregate such as public squares, urban parks and outdoor markets; entertainment districts and cultural places.

through redevelopment and intensification within developed areas. This chapter describes the Urban System that will be used as the framework for determining where population and employment growth will be encouraged and, conversely, those areas of the city that are expected to remain relatively stable. As such, this chapter also indicates where major infrastructure investments will be directed.

The ability to manage change wisely and direct growth to key strategic locations is critical for Mississauga's continued success and prosperity. Mississauga's population and employment growth will be encouraged in areas with existing and proposed service and infrastructure capacity, particularly transit and community infrastructure. Housing and job growth will be balanced and phased

University of Toronto Mississauga are unique destinations. All these areas will coexist with a healthy system of green spaces and be connected by a network of **Corridors** that support high levels of transit use and mobility options.

Encouraging compact, mixed use development in appropriate locations will provide greater opportunities to live and work in Mississauga and reduce the need for extensive travel to fulfill the needs of day-to-day living. Directing growth to locations with existing or planned higher order or express transit service and enhancing opportunities for walking and cycling will allow for competitive alternatives to vehicular travel, which will minimize impacts on our environment and promote public health.

Mississauga will promote future development patterns that are sustainable – those that “meet the needs of the present without compromising the ability of future generations to meet their own needs. (Brundtland Report, 1987) To achieve this, Mississauga will integrate environmental, land use, urban design and transportation planning objectives.

Where the review of a Character Area, **Corridor** or **Major Transit Station Area** has not been completed within five years of a development application being submitted, or where such a review is underway, a development proponent may be required to prepare a development master plan in support of a development application. A development master plan will be prepared at the discretion of the City and to the City’s satisfaction. A terms of reference that delineates the area of study and identifies matters to be addressed, will be provided by the City. The development master plan will be used to guide all development proposals until such time as the policies for the Character Area, **Corridor** or **Major Transit Station Area** have been reviewed and updated by a local area review.

Mississauga’s Urban System is comprised of the following distinct, yet, interconnected components which collectively serve the needs of those dependent upon them:

- Green System;
- City Structure; and
- **Corridors.**

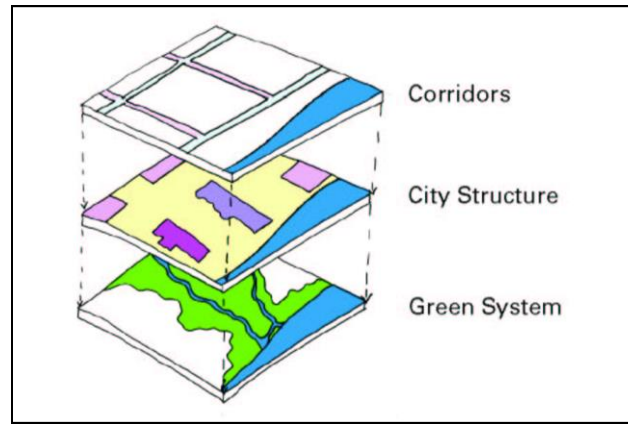


Figure 5-2: Three interrelated layers - Green System, City Structure and Corridors - form the Urban System.

These are shown comprehensively on Schedule 1: Urban System and individually on Schedule 1a: Green System, Schedule 1b: City Structure, and Schedule 1c: Corridors.

5.1.1 The population and employment forecasts for Mississauga are shown in Table 5-1.

**Table 5-1: Population and Employment Forecasts**

| Year | Population | Employment |
|------|------------|------------|
| 2009 | 730 000    | 453 000    |
| 2011 | 738 000    | 455 000    |
| 2021 | 768 000    | 500 000    |
| 2031 | 805 000    | 510 000    |

5.1.2 Mississauga will ensure that there is adequate land capacity to accommodate population and employment growth to 2031.

5.1.3 Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:

- a. protect ecological functions, public health and safety;
- b. utilize existing and proposed services and infrastructure such as transit and community infrastructure;
- c. minimize environmental and social impacts;



- d. meet long term needs;
- e. build strong, livable, universally accessible communities; and
- f. promote economic prosperity.

5.1.4 Most of Mississauga's future growth will be directed to Intensification Areas.

5.1.5 Mississauga will ensure that the City's natural, environmental, and cultural resources are maintained for present and future generations.

5.1.6 Mississauga encourages compact, mixed use development that is **transit-supportive**, in appropriate locations, to provide a range of local live/work opportunities.

5.1.7 Mississauga will protect and conserve the character of stable residential Neighbourhoods.

5.1.8 Mississauga will protect employment lands to allow for a diversity of employment uses.

5.1.9 New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.

5.1.10 The population and employment forecasts are premised on the adequacy of services and infrastructure to support growth in the appropriate locations. This includes the Mississauga Bus Rapid Transit corridor and **higher order transit** along Hurontario Street and Dundas Street. If satisfactory arrangements for the implementation of **higher order transit** currently being planned are not made, the population and employment forecasts may be reduced in accordance with the capacity of the transportation system.

## 5.2 Green System

The natural environment sustains all life and is vital to the ecological, economic, social and spiritual well-being of the city. In an urban setting such as Mississauga, the built environment must be integrated with the natural environment in a manner that protects and enhances natural systems and provides the city's inhabitants a multitude of opportunities to connect with nature.

The Green System as shown on Schedule 1a, is composed of:

- the Natural System, which includes lands within the Natural Heritage System;
- lands subject to Natural Hazards; and
- Parks and Open Spaces. These include lands designated Public and Private Open Space, Greenlands, Parkway Belt West and open space associated with educational facilities (e.g., school yards) and utilities as shown on Schedule 4: Parks and Open Spaces.



Figure 5-3: The Sixteen Mile Creek is an element within the Green System that is not only naturalized, but provides for recreation including cycling, tennis and a variety of sports activities. The Lisgar Middle School is also located within the Sixteen Mile Creek area.

The Green System provides many important functions and services and provides the fundamental necessities of life – clean air, land and water. It provides habitat for trees, flora, fauna and aquatic life; recharges ground water; cleans the air and water and limits the damage that may result from flooding and erosion. The Green System provides opportunities for passive and active recreation, entertainment and social interaction, as well as for respite and appreciation of nature. It plays a role in preserving and enhancing the city's cultural, archaeological and natural heritage for residents, employees and tourists. The waterfront, the Credit River and the former Lake Iroquois Shoreline are among the many natural features associated with the city's past and contribute to its unique identity. The Green System is essential in creating a beautiful and comfortable city that supports the physical and social well-being of its inhabitants.

The Green System is the first layer of the Urban System. It is essential to building a strong community and a competitive economy and must be considered in all land use and planning decisions. A robust Green System ensures the health of the natural ecosystem and is an essential contributor to quality of life.

5.2.1 Mississauga will establish strategies that protect, enhance and expand the Green System and will include a target for the lands within the city that will be included in the Green System. The City's strategy for protecting, enhancing and restoring the Green System consists of initiatives in the following areas:

- a. establishing an appropriate planning framework in strategic planning documents;

- b. information management and monitoring;
- c. regulation and compliance;
- d. land securement;
- e. stewardship;
- f. promotion and education;
- g. naturalization/restoration; and
- h. management of natural areas.

5.2.2 Mississauga will promote and encourage the restoration of natural forms, functions and linkages.

5.2.3 Mississauga will seek to enhance opportunities for the appreciation and enjoyment of the Green System.

## 5.3 City Structure

The City Structure recognizes that various areas of the city perform different functions. For example, the Downtown contains a mix of uses whereas, in other areas, residential or employment uses predominate. The City Structure organizes the city into functional areas to establish the framework for planning policies that will guide development. Schedule 1b: Urban System - City Structure, identifies the following elements of the City Structure:

- Downtown;
- Major Nodes;
- Community Nodes;
- Corporate Centres;

### City Structure | Urban Hierarchy

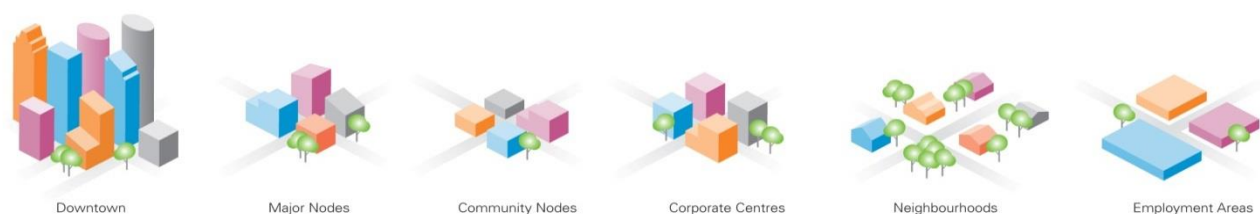


Figure 5-4: To establish a framework for planning policies, the City Structure organizes Mississauga into functional areas. The City Structure is the basis of the urban hierarchy, which provides guidance regarding density, height, uses and appropriate growth.



- Neighbourhoods;
- Employment Areas; and
- Special Purpose Areas.

The various elements of the City Structure will play a unique role in accommodating development. Some will be areas where growth is focused and directed, while others will accommodate some development, but will not be the primary location for future growth. For example, in the Downtown, major new development is expected in conjunction with transit investment while Neighbourhoods will experience little change.

The City Structure is the basis of the following urban hierarchy:

- The Downtown will contain the highest densities, tallest buildings and greatest mix of uses;
- Major Nodes will provide for a mix of population and employment uses at densities and heights less than the Downtown, but greater than elsewhere in the city;
- Community Nodes will provide for a similar mix of uses as in Major Nodes, but with lower densities and heights;
- Corporate Centres will provide for employment uses at densities and heights similar to Major Nodes or Community Nodes;
- Neighbourhoods and Employment Areas will accommodate the lowest densities and building heights. Neighbourhoods will focus on residential uses and associated services and facilities. Employment Areas will accommodate a diverse mix of employment uses, but will not permit residential uses; and
- Special Purpose Areas are unique areas of the city. Densities, building heights and mix of uses will relate to the unique role these areas play within the city.

Any proposed changes to the urban hierarchy will not be permitted unless considered through a municipal comprehensive review.

| Location                    | Height*   |                                     | Density Range<br>(residents and jobs combined per gross hectare) | Population to<br>Employment Ratio |
|-----------------------------|---|-------------------------------------|--|-----------------------------------|
|                             | Minimum   | Maximum                             |  |                                   |
| Downtown                    | 3   | Not specified                       | 200 by 2031;<br>strive for 300 to 400                            | 1:1                               |
| Major Nodes                 | 2   | 25                                  | 200 to 300   | 2:1 to 1:2                        |
| Community Nodes             | 2   | 4                                   | 100 to 200   | 2:1 to 1:2                        |
| Corporate Centres           | 2 along<br>Corridors<br>and in<br>Major Transit<br>Station Areas              | Not specified                       | —  | —                                 |
| Neighbourhoods              |   | 4                                   | —  | —                                 |
| Employment Areas            | 2 in Major<br>Transit<br>Station Areas<br>and<br>Intensification<br>Corridors | Not specified                       | —  | —                                 |
| Intensification Corridors   | 2   | As per City<br>Structure<br>Element | —  | —                                 |
| Corridors                   | 2 except in<br>Employment<br>Areas  | As per City<br>Structure<br>Element | —  | —                                 |
| Major Transit Station Areas | 2   | As per City<br>Structure<br>Element | —  | —                                 |
| Designated Greenfield Area  | —   | —                                   | Minimum 50   | —                                 |

\* Character area policies may establish alternative heights

Figure 5-5: Height, Density and Population to Employment Ratio Requirements.

| Location                                       | Height*                      |                               | Density Range<br>(residents and jobs combined per gross hectare) | Population to Employment Ratio |
|--|------------------------------|-------------------------------|--|--------------------------------|
|  | Minimum                      | Maximum                       |  |                                |
| Downtown                                       | As specified for each PMTSA  | As specified for each PMTSA   | As specified for each PMTSA                                      | 1:1                            |
| Major Nodes **                                 | 2                            | 25                            | 200 to 300   | 2:1 to 1:2                     |
| Community Nodes **                             | 2                            | 4                             | 100 to 200   | 2:1 to 1:2                     |
| Corporate Centres **                           | 2 along Corridors            | —                             | —  | —                              |
| Neighbourhoods**                               |                              | 4                             | —  | —                              |
| Employment Areas**                             | —                            | —                             | —  | —                              |
| Intensification Corridors                      | As specified for each PMTSA  | As specified for each PMTSA   | As specified for each PMTSA                                      | —                              |
| Corridors**                                    | 2 except in Employment Areas | As per City Structure element | —  | —                              |
| Protected Major Transit Station Areas (PMTSAs) | As specified for each PMTSA  | As specified for each PMTSA   | As specified for each PMTSA                                      | —                              |
| Designated Greenfield Area                     | —                            | —                             | minimum 50   | —                              |

\* Character area policies may establish alternative heights

\*\* Outside Protected Major Transit Station Areas (PMTSAs)

Figure 5-5: Height, Density and Population to Employment Ratio Requirements

### 5.3.1 Downtown

The Downtown represents a unique area within the City Structure. Much of the city's new population and

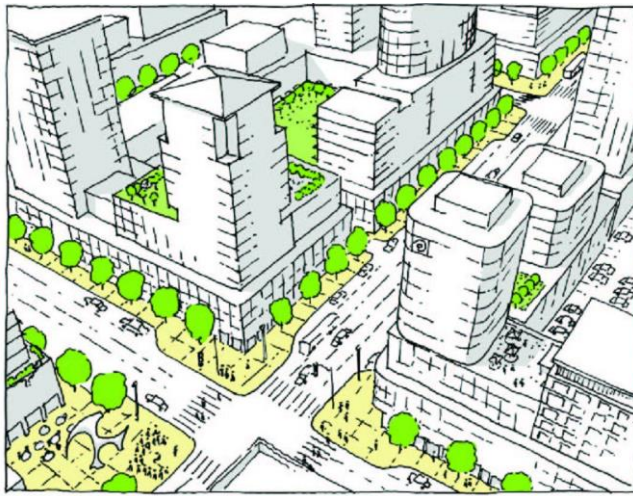


Figure 5-6: The Downtown will be the focus for the city as a whole with the highest density, tallest buildings and greatest mix of uses. The Downtown will be the centre of civic, cultural and entertainment facilities for the city.

employment growth will locate in the Downtown. It is the civic and cultural centre of the city and a destination within the Greater Toronto and Hamilton Area. The Downtown will be connected to key regional and city destinations by an efficient local network of transportation and transit corridors and regional **higher order transit** services.

The Downtown will be a vibrant city and regional centre where residents are able to live, work and play. It is also where employees, shoppers, tourists, theater goers and students gather in a mixed use environment, where development is pedestrian friendly, the public realm is inviting and the street network is supportive of walking and cycling as viable and convenient forms of transportation. Opportunities to enjoy nature in a variety of urban open spaces that include trees and other natural elements will be provided. Major infrastructure investments including **higher order transit** and community and cultural facilities will be encouraged in the Downtown.

The Downtown is Mississauga's Urban Growth Centre as identified in the Provincial Growth Plan.

5.3.1.1 The Downtown is comprised of the lands along Hurontario Street between Highway 403 and the Queen Elizabeth Way, as identified on Schedule 1b: Urban System – City Structure and Schedule 9: Character Areas.

5.3.1.2 The Downtown will be divided into four Character Areas:

- a. Downtown Core;
- b. Downtown Fairview;
- c. Downtown Cooksville; and
- d. Downtown Hospital.

5.3.1.3 The Downtown is an Intensification Area.

5.3.1.4 The Downtown will achieve a minimum gross density of ~~200-300~~ residents and jobs combined per hectare **as specified for each Protected Major Transit Station Area by 2031**. ~~The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare in the Downtown.~~

5.3.1.5 Development applications within the Downtown proposing a change to the designated land use, which results in a significant reduction in the number of ~~residents or jobs~~ that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review.

5.3.1.6 The Downtown will achieve an average population to employment ratio of 1:1, measured as an average across the entire Downtown.

5.3.1.7 Character Area policies will establish how the ~~density and~~ population to employment targets will be achieved within the Downtown.

5.3.1.8 The Downtown will support opportunities for residents to work in Mississauga.

5.3.1.9 The Downtown will develop as a major regional centre and the primary location for mixed use development. The Downtown will contain the

greatest concentration of activities and variety of uses.

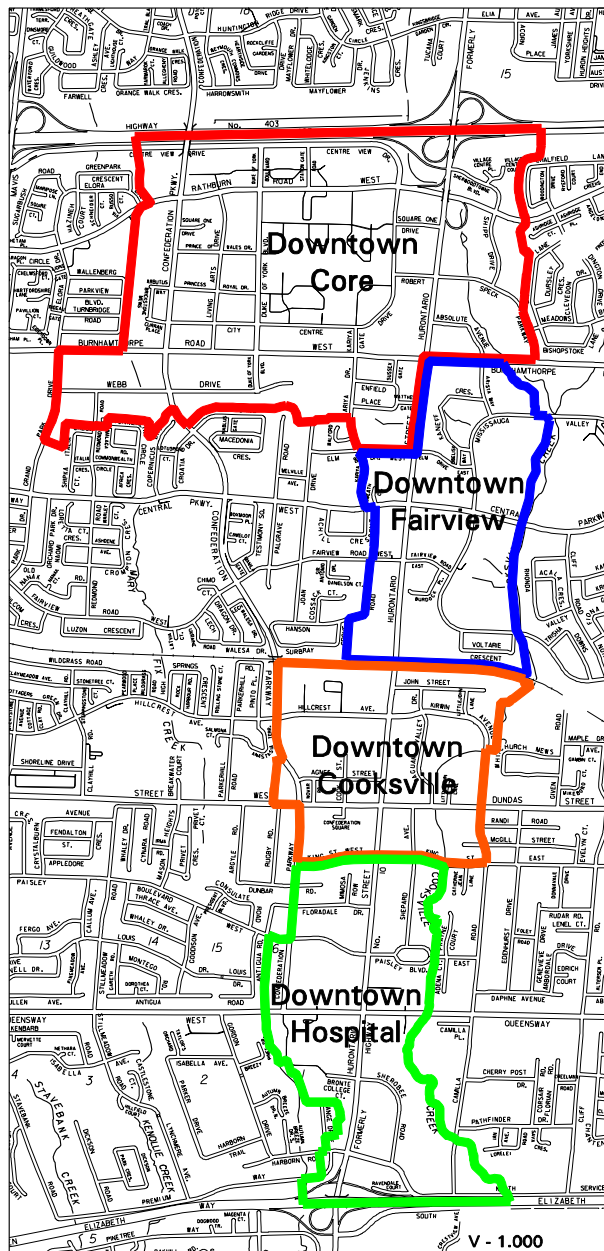


Figure 5-7: The Downtown is made up of four Character Areas: Downtown Core, Downtown Fairview, Downtown Cooksville and Downtown Hospital.

5.3.1.10 The Downtown will be planned as a focal area for investment in community infrastructure, as well as institutional, commercial, recreational, educational, cultural and entertainment uses.

5.3.1.11 Development in the Downtown will be in a form and density that achieves a high quality urban environment.

5.3.1.12 The Downtown will be served by frequent transit services, including **higher order transit** facilities, which provide connections to all parts of the city and to neighbouring municipalities.

5.3.1.13 The Downtown will be developed to support and encourage **active transportation** as a mode of transportation.

### 5.3.4 Corporate Centres

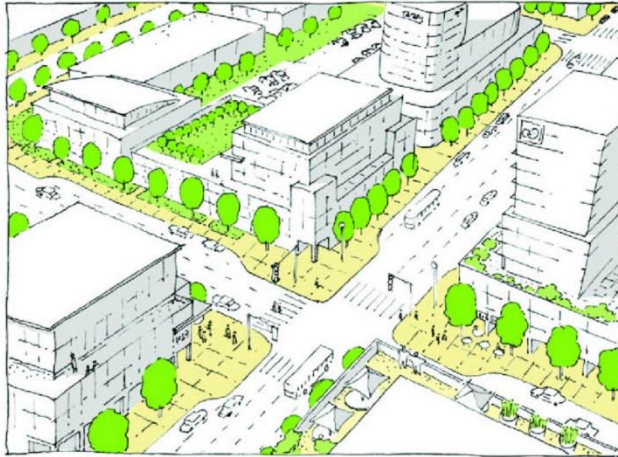


Figure 5-10: Corporate Centres will be the focus for major office uses with an emphasis on high quality architecture and urban design.

Corporate Centres represent major employment concentrations outside of the Downtown. Corporate Centres contain a mix of high density employment uses with a focus on major office development. Corporate Centres are also where many prestigious research and manufacturing businesses are found, often in facilities exhibiting high architectural and urban design standards. Interior locations of Corporate Centres may include a broader, lower density mix of employment uses.

5.3.4.1 There are four Corporate Centres in Mississauga:

- a. Airport Corporate;
- b. Gateway Corporate;
- c. Meadowvale Business Park; and
- d. Sheridan Park.

5.3.4.2 Local area reviews will confirm or determine detailed boundaries for Corporate Centres.

5.3.4.3 Corporate Centres are Intensification Areas.

5.3.4.4 Corporate Centres will include a mix of higher density employment uses. Residential uses and new **major retail** developments will not be permitted in Corporate Centres.

5.3.4.5 Corporate Centres will support opportunities for the resident labour force to work in Mississauga.

5.3.4.6 Conversion of lands within Corporate Centres, **outside of a Protected Major Transit Station Area**, to non-employment uses will only be permitted through a municipal comprehensive review.

5.3.4.7 Character Area policies will address the mix of business uses and density requirements within each Corporate Centre. These policies may result in the establishment of minimum employment and building densities, building heights, urban design standards or transportation policies, among other matters.

5.3.4.8 Corporate Centres will be planned to achieve compact **transit-supportive** development at greater employment densities, particularly near **higher order transit** stations.

5.3.4.9 Land uses permitted by this Plan that support commuter needs and support the use of nearby **higher order transit** facilities in off-peak travel times will be encouraged.

5.3.4.10 Development will be required to create an attractive public realm and provision of community infrastructure, transportation infrastructure, and other services required to support employees.



### 5.3.6 Employment Areas

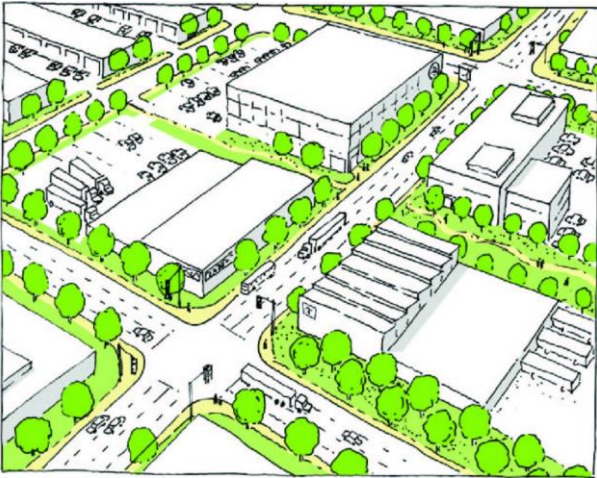


Figure 5-12: Employment Areas are characterized by businesses that are land extensive and/or have low employment densities.

Employment Areas are stable areas containing diverse industrial and business employment operations. Some uses require extensive land resources and have low employment densities. Examples include logistics, warehousing and storage yards. Employment Areas also include small and mid-size office developments either in stand-alone buildings or in conjunction with other uses. In key locations, such as those with excellent transportation services, large office developments will be found. Retail, service or infrastructure uses that support the employment base are also located in Employment Areas.

In order to protect lands for employment uses, uses intended to serve the city's residential population will be discouraged from locating in Employment Areas. Exceptions may be made for residential serving uses that would create land use conflicts with residential uses or are uses identified as beneficial to the City that cannot be accommodated in residential areas. Some examples are large scale sporting venues, places of religious assembly, or colleges and universities.

Many businesses within Employment Areas rely on the delivery of goods and services by truck. As such,

goods movement infrastructure within Employment Areas is necessary in order for businesses to remain competitive within the regional economy.

5.3.6.1 Mississauga will maintain an adequate supply of lands for a variety of employment uses to accommodate existing and future employment needs.

5.3.6.2 Mississauga will maintain a sustainable, diversified employment base by providing opportunities for a range of economic activities.

5.3.6.3 Employment uses that support opportunities for residents to work in Mississauga will be encouraged.

5.3.6.4 Mississauga will provide the necessary infrastructure to support existing and planned employment uses.

5.3.6.5 Conversion of lands within Employment Areas, **outside of Protected Major Transit Station Areas**, will only be permitted through a municipal comprehensive review.

5.3.6.6 Infrastructure in Employment Areas will be planned to support land uses with a goods movement focus.

5.3.6.7 Where feasible and appropriate, development will be encouraged to be **transit-supportive** and minimize surface parking.

5.3.6.8 Land uses serving the residential population of the city will be discouraged and only permitted where a use is beneficial to the city and cannot locate in a residential area due to land use conflicts or the unavailability of a suitable site. Acceptable locations for these uses will be identified through a municipal comprehensive review and local area plans.

~~5.3.6.9 Higher density employment uses, such as office, will be required within **Major Transit Station Areas**.~~

~~5.3.6.10~~ Additional development within Employment Areas will be permitted where the proposed development is compatible in built form



and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.

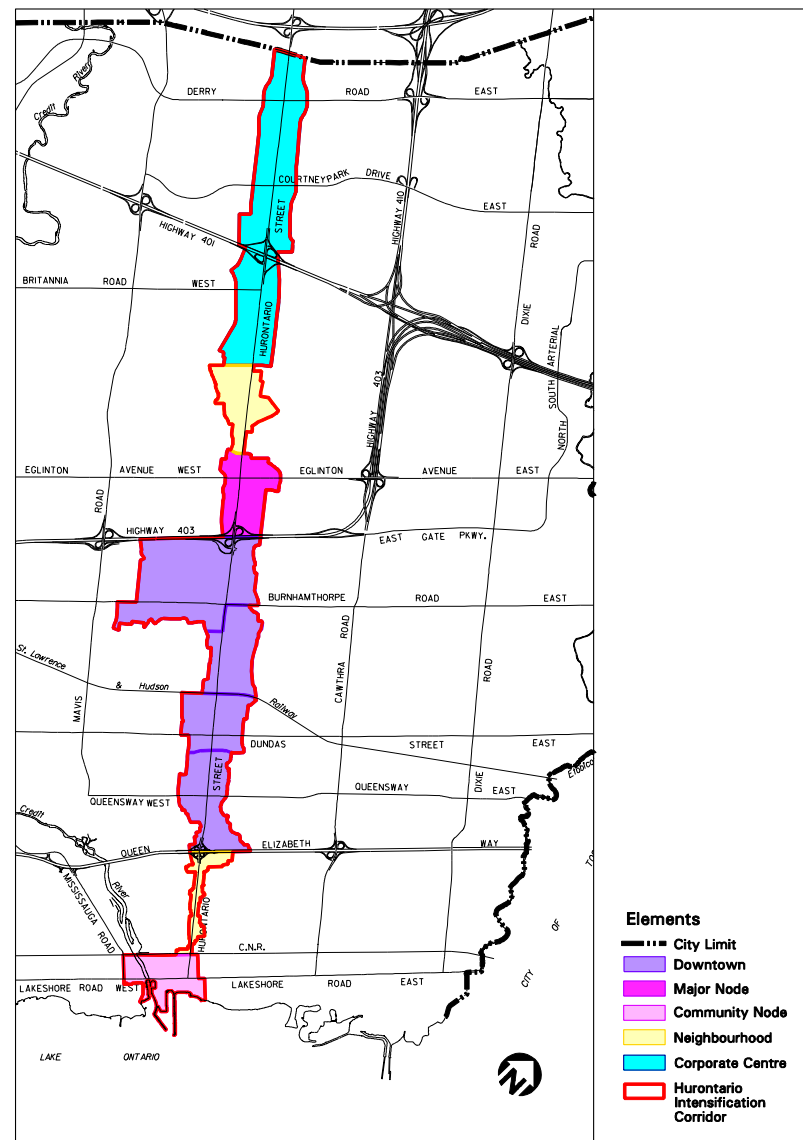
## 5.4 Corridors

Mississauga was planned with a grid of arterials, which have historically served as the chief conduits for moving cars and freight. This grid now forms the basis of a system of **Corridors**.

**Corridors** connect various elements of the city to each other. Over time, many of these **Corridors** will evolve and accommodate multi-modal transportation and become attractive public places in their own right with complementary land uses. **Corridors** are important elements of the public realm, as they link communities and are locations where people experience the city on a day-to-day basis.

Some **Corridors** have been identified as appropriate locations for intensification. Additional policies have been developed for **Intensification Corridors** to recognize their development potential.

5.4.1 A **Corridor** is generally comprised of the road right-of-way as well as the lands on either side of the road. The **Corridors** are shown conceptually on Schedule 1c: Urban System - Corridors.



Map 5-1: Hurontario Street Intensification Corridor

5.4.2 Where **Corridors** run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence.

5.4.3 **Corridors** that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the **Corridor**.

5.4.4 Development on **Corridors** should be compact, mixed use and transit friendly and appropriate to the

context of the surrounding Neighbourhood and Employment Area.

5.4.5 Where higher density uses within Neighbourhoods are directed to **Corridors**, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.

5.4.8 **Corridors**, outside of **Protected Major Transit Station Areas**, will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. ~~Except along Intensification Corridors and within Major Transit Station Areas,~~ **The minimum building height requirement will not apply to Employment Areas outside of Protected Major Transit Station Areas.**

5.4.9 Transit services infrastructure will utilize **Corridors** to connect Intensification Areas.

5.4.10 Local area reviews will consider the appropriateness of **transit-supportive** uses at the intersection of two **Corridors**. Local area policies may permit additional heights and densities at these locations provided that the development reduces the dependency on cars and supports the policies of this Plan.

5.4.11 Hurontario Street and Dundas Street have been identified as **Intensification Corridors**. These are Intensification Areas. Additional **Intensification Corridors** may be identified in the future.

5.4.12 Not all segments of **Intensification Corridors** are appropriate for intensification. Planning studies for **Intensification Corridors** will identify appropriate locations for intensification and the appropriate densities, land uses and building heights.

5.4.13 Low density residential development will be discouraged from locating within **Intensification Corridors**.

5.4.6 Land use and design policies and the delineation of **Corridor** boundaries will be determined through local area reviews.

5.4.7 Land uses and building entrances will be oriented to the **Corridor** where possible and surrounding land use development patterns permit.



Figure 5-15: **Corridors** connect the city and link communities. They are where people experience the city on a day-to-day basis and over time will accommodate multi-modal transportation facilities. Dundas Street and Hurontario Street have been identified as areas where growth will be directed.

5.4.14 The Hurontario Street Intensification Corridor is comprised of lands along Hurontario Street from Lake Ontario in Port Credit to the city's limit to the north as shown on Map 5-1: Hurontario Street Intensification Corridor.

5.4.15 A number of Light Rail Transit Stations, which will be located along the Hurontario Street Intensification Corridor to serve the proposed light rail transit system are a form of **within Protected Major Transit Station Areas**. **The Protected Major Transit Station Areas** are identified on Schedule 2: Intensification Areas and the Light Rail Transit Stations are identified on Schedule 6: Long Term Transit Network.

## 5.5 Intensification Areas

Future growth will primarily be directed to Intensification Areas. Other areas of the city, such as Neighbourhoods, will receive modest additional growth in keeping with established land use patterns and their existing or planned character. Employment Areas are expected to continue to build out with a similar mix and density of uses as currently exists.

Intensification Areas will be attractive mixed use areas, developed at densities that are sufficiently high to support frequent transit service and a variety of services and amenities. It is expected that more efficient use of land within Intensification Areas will occur as single storey buildings and surface parking lots are replaced with multistorey developments and



Figure 5-17: In the future, nodes will be a focal point for intensification. These areas will not only serve those living within the nodes, but also those living in surrounding Neighbourhoods and will provide a pedestrian friendly environment with compact, mixed use developments and mainstreets. (Streetsville Community Node) structured parking facilities.

More than three-quarters of the city's growth in population and employment to 2031 will be accommodated in Intensification Areas. Considerable development capacity exists within Intensification Areas to accommodate growth to 2031 and beyond.

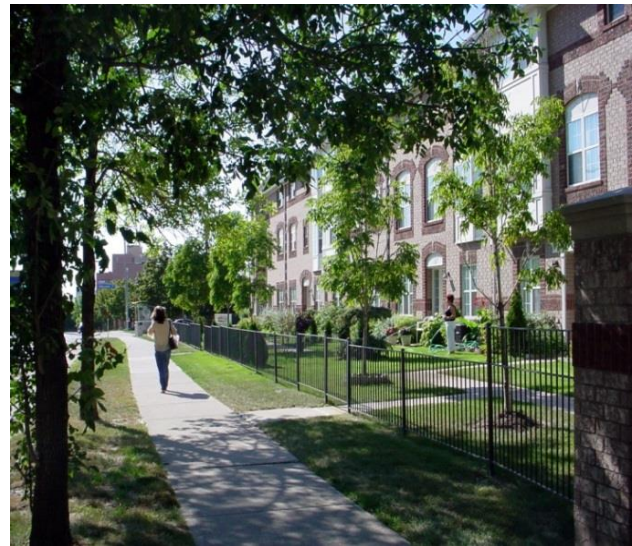


Figure 5-16: There are many forms of intensification. Sometimes intensification can occur in the form of high rise buildings, most commonly found in the Downtown, however, in other areas of the city, the most appropriate form of intensification may occur in lower density forms, to be consistent with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

5.5.1 The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, ***Intensification Corridors*** and ***Protected Major Transit Station Areas***, as shown on Schedule 2: Intensification Areas.

5.5.2 Local area reviews for the Downtown, Major Nodes, Community Nodes and Corporate Centres will determine appropriate locations for intensification within these areas.

~~5.5.3 Planning studies will delineate the boundaries of ***Intensification Corridors*** and ***Major Transit Station Areas*** and identify appropriate densities, land uses and building heights.~~

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

5.5.5<sup>4</sup> Development will promote the qualities of complete communities.



5.5.65 Development applications within Intensification Areas proposing a change to the designated land use, which results in a significant reduction in the number of residents or jobs that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review.

5.5.76 A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas.

5.5.87 Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.

5.5.98 Intensification Areas will be planned to maximize the use of existing and planned infrastructure.

5.5.109 Major office development will be encouraged to locate within the Downtown, Major Nodes, Corporate Centres, **Intensification Corridors** and **Protected Major Transit Station Areas**. **Secondary office** development will be encouraged within Community Nodes.

5.5.110 Where there is a conflict between the Intensification Area policies and policies regarding the Natural Heritage System and heritage resources, the policies of the Natural Heritage System and heritage resources will take precedence.

5.5.121 Development will be phased in accordance with the provision of community infrastructure and other infrastructure.

~~5.5.13 **Major Transit Station Areas** will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies.~~

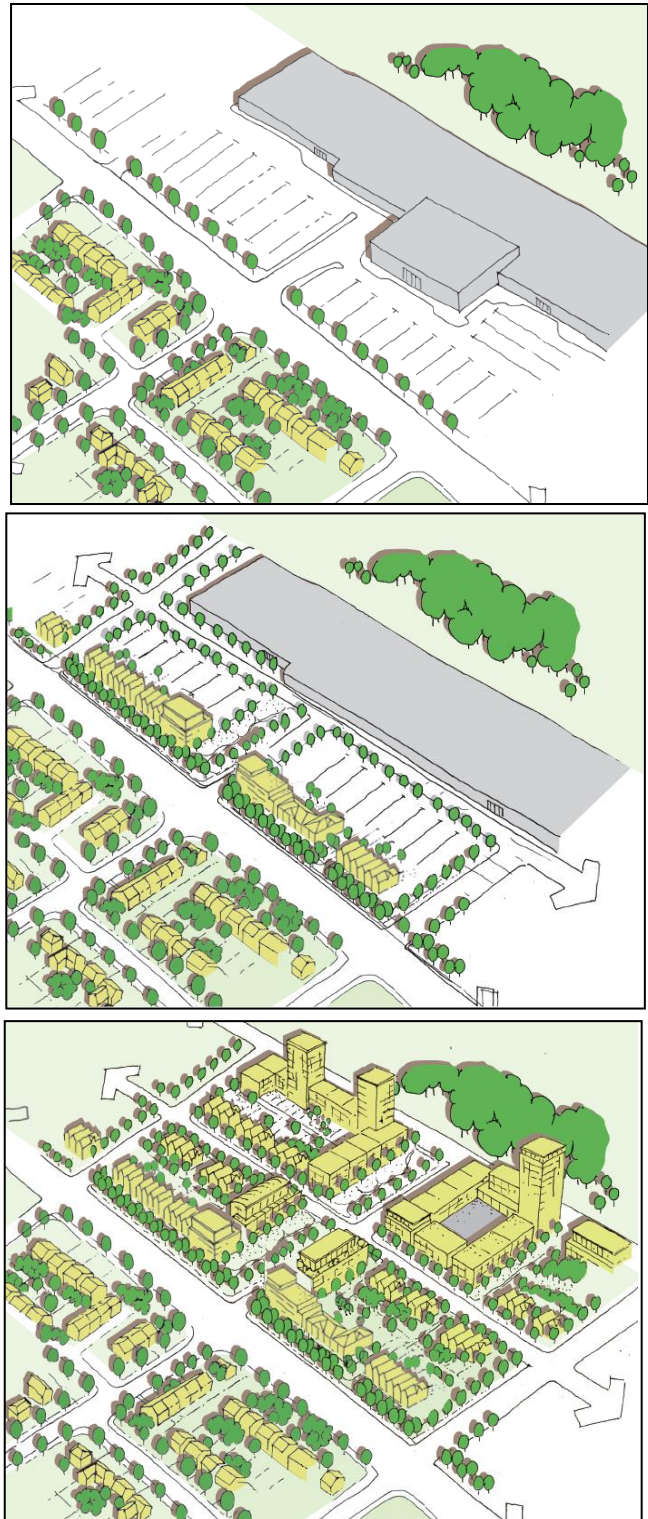


Figure 5-18: Underutilized sites with surface parking areas and single storey buildings have considerable development capacity. As these sites redevelop, the opportunity exists to create a finer grained road network and introduce sustainable design elements, as well as a broader mix of uses. The intensification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

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

5.5.45<sup>13</sup> Intensification Areas will be served by transportation Corridors containing transit and active transportation and may contain higher order transit facilities.

~~5.5.16 **Major Transit Station Areas** will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick up/drop off areas.~~

5.5.47<sup>14</sup> For existing buildings that do not meet the policies of this Plan, applications for condominium ownership will be discouraged within Intensification Areas and along **Corridors**.

## 5.6 Designated Greenfield Area

There are lands in the Churchill Meadows Neighbourhood Character Area and in the Ninth Line Neighbourhood Character Area that are identified as a designated greenfield area pursuant to the Growth Plan for the Greater Golden Horseshoe.

5.6.1 Character Area policies may specify alternative density requirements, provided the total designated greenfield area in the Region will achieve a minimum density target of 50 residents and jobs combined per hectare, excluding environmental take-outs.

## 5.7. Major Transit Station Areas

**Major Transit Station Areas** are to be developed to accommodate future growth with a balance of residents and jobs through a diverse mix of land uses, housing options, tenures and affordability, employment, and amenities that support existing and planned transit and active transportation infrastructure. **Major Transit Station Areas** are generally areas within an approximate 500 to 800 metre radius of a transit station or stop, primarily along existing or planned transit corridors, representing about a 10-minute walk.

Each **Major Transit Station Area** is unique and will be planned based on its local context, growth potential and limitations to determine appropriate densities and **transit-supportive** development. Not all stations or sites will achieve the same mix of land uses or intensity of development. Some will absorb higher density development with a broader range of uses, building types and massing, while others may experience modest growth due to limited development opportunities. There will be station areas that may not be able to achieve the requirements of **transit-supportive** development in the short-term but are planned for future **transit-supportive** densities, uses, and active transportation connections.

**Major Transit Station Areas** may include one or more City Structure **elements Character Areas** defined in this Plan within its boundaries. The **Major Transit Station Area** policies will be **in addition additional** to established **City Structure** Character Area policies of this Plan.

The following policies implement a framework to facilitate **transit-supportive** development in **Major Transit Station Areas** across the City. They include policies for authorized uses of land, buildings and structures, building heights and densities **in accordance with subsection that are protected under Subsection 16(16) of the Planning Act**. Additional policies may be developed for each **Major Transit Station Area**, and included in other sections of this Plan; they will be determined through City-initiated studies.

The boundaries of individual **Major Transit Station Areas**, associated densities, number of residents and jobs combined per hectare, land uses, and building heights, **identified-referenced** in Table 5-2: Protected Major Transit Station Areas, and **referenced-in the schedules of this Plan document, are required to will achieve the Major Transit Station Area minimum density targets in the Region of Peel's Official Plan minimum density targets.**

The **Major Transit Station Area** policies of this section will not come into force and effect until the Major Transit Station Area policies of the Region of Peel Official Plan adopted by By-law 20-2022 is approved by the Minister of Municipal Affairs and Housing. In the event of a conflict between the Region of Peel Official Plan and City of Mississauga Official Plan, including **Protected Major Transit Station Area** delineated boundaries or minimum densities, the approved Region of Peel Official Plan policies of By-law 20-2022 will prevail.



### 5.7.1 General

5.7.1.1 The following policies are to be read in conjunction with ~~all other the~~ policies of this Plan. In the event of a conflict, the policies in this Section, and those identified in Character Areas and Local Area Plans, as being in accordance with the *Planning Act* ~~as being protected elsewhere in the Plan~~ will take precedence.

5.7.1.2 Lands subject to the policies of this Section are shown on Schedule 2: Intensification Areas, of this Plan.

5.7.1.3 All delineated **Major Transit Station Areas** in this Plan are ~~considered~~ **Protected Major Transit Station Areas**.

5.7.1.4 The boundaries of **Protected Major Transit Station Areas** are shown on Schedule 11: Protected Major Transit Station Areas ~~(including Schedules 11a to 11r), and~~ referenced in Table 5-2: Protected Major Transit Station Areas.

5.7.1.5 ~~To facilitate and guide future development, additional City initiated studies may be prepared for Protected Major Transit Station Areas. The Council approved recommendations of these studies will be incorporated into this Plan, where appropriate. These studies~~ Where a City initiated comprehensive planning study is required for a **Protected Major Transit Station Area**, the study will set out, among other matters, policies to support:

- a. ~~an~~ appropriate mix of land uses and amenities that foster vibrant, **transit-supportive** neighbourhoods;
- b. development to accommodate growth that ~~respects recognizes~~ the character and scale of the surrounding community;
- c. improved access and connectivity to transit stations and stops;
- d. an interconnected and multi-modal street network that encourages walking, cycling and the use of transit;
- e. high quality public realm improvements;
- f. land use compatibility and the separation or mitigation of impacts on sensitive land uses ~~in~~

~~surrounding areas~~; and

- g. protection of lands that may be required for future enhancement or expansion of transit infrastructure.

5.7.1.6 Inclusionary zoning will apply to specific **Protected Major Transit Station Areas** to increase housing affordability.

5.7.1.7 Partnerships will be explored with the Region of Peel and non-profit housing organizations to provide housing with deeper affordability to lower income households.

### 5.7.2 Land Uses

5.7.2.1 The authorized uses of land are as identified by the land use designations shown on Schedule 11: Protected Major Transit Station Areas ~~(including Schedules 11a to 11r), and~~ referenced in Table 5-2: Protected Major Transit Station Areas. The associated land use permissions ~~and authorized uses of buildings or structures~~ are as per Part 3: Land Use Designations of this Plan, and applicable Local Area Plans, **City Structure and Character Area policies**.

5.7.2.2 Redevelopment within Mixed Use, **Mixed Use Limited**, and Downtown Mixed Use designated lands that results in a loss of non-residential floor space, will not be permitted unless it can be demonstrated that the planned function of the non-residential component will be maintained or replaced as part of the redevelopment.

5.7.2.3 Maintaining the non-residential planned function means providing:

- a. a concentration of convenient, easily accessible office, retail and service commercial uses that meet the needs of local residents and employees; and
- b. employment opportunities, such as office, recreation, and institutional jobs.

5.7.2.4 Development will contribute towards the creation of **transit-supportive** communities by:

- a. including a broad and balanced mix of land uses, with a range of residential and non-residential uses;
- b. providing housing choices to facilitate affordable

housing options with a mix of tenure, affordable rental and ownership options for lower and middle income households;

- c. including a range of employment uses to achieve a well balanced mix of office and retail uses;
- d. recognizing that some **Protected Major Transit Station Areas** will have limited opportunities to accommodate a mix of uses and varying building forms due to the existing and planned context;
- e. ~~being subject to undertaking~~ required land use compatibility assessments as identified by the City;
- f. protecting and mitigating against natural hazards including flood risk;
- g. identifying, protecting, restoring, and enhancing the Natural Heritage System and the Water Resource System, and promoting the establishment of natural linkages; and
- h. providing high quality ~~and~~ pedestrian-friendly public realm improvements to enhance connections to transit stations.
- i. ~~providing high quality pedestrian friendly public realm improvements to enhance connections to transit stations;~~

### 5.7.3 Density

5.7.3.1 The required minimum residents and jobs combined per hectare for each **Protected Major Transit Station Area** are shown in Table 5-2: Protected Major Transit Station Areas.

5.7.3.2 New development will be planned for, in conjunction with existing development densities, to achieve the minimum residents and jobs combined per hectare, through the building height requirements shown on Schedule 11: Protected Major Transit Station Areas ~~(including Schedules 11a to 11r)~~, and the minimum Protected **Major Transit Station Area Floor Space Index (FSI)** shown in Table 5-2: Protected Major Transit Station Areas.

5.7.3.3 The minimum **Floor Space Index (FSI)** will be achieved over the long-term, and is a cumulative measure of planned density across the lands within a **Protected Major Transit Station Area**. Individual development proposals do not need to meet the minimum **Floor Space Index (FSI)** target.

### 5.7.4 Heights

5.7.4.1 Minimum and maximum building heights for **Protected Major Transit Station Areas** are shown on Schedule 11: Protected Major Transit Station Areas ~~(including Schedules 11a to 11r)~~, and referenced in Table 5-2: Protected Major Transit Station Areas.

### 5.7.5 Compatibility

~~5.7.5.1 Development will ensure compatibility with surrounding areas by mitigating impacts to and not interfere with existing or future operations of adjacent uses in Employment Areas and employ appropriate mitigation and compatibility measures as identified and secured through the development application review process.~~

5.7.5.1 Development will:

- a. be compatible with surrounding uses;
- b. mitigate impacts to and not interfere with existing or future operations of adjacent uses in Employment Areas; and
- c. employ appropriate mitigation and compatibility measures as identified and secured through the development application ~~review~~ process.

5.7.5.2 Sensitive land uses, including residential uses, proposed outside of and adjacent to or near to Employment Areas, ~~including~~ lands designated Industrial or Business Employment, or within the influence area of major employment facilities will need to demonstrate, to the satisfaction of the City, that:

- a. the use is appropriate in accordance with the policies of this Plan and subject to land use compatibility assessments, which may ~~be subject to require a third party peer review retained to be conducted~~ on behalf of the City at the applicant's expense;
- b. ~~implementing any recommended mitigation measures that contribute to an appropriate living environment~~ the recommended mitigation measures which will contribute to an appropriate living environment and not pose a financial burden to future residents ~~implemented;~~ and

- c. the use would not adversely affect the overall viability of the employment **lands and facilities area**.

### 5.7.6 Urban Design

5.7.6.1 In addition to the Urban Form policies in **Chapter 9** of this Plan, additional policies, built form standards and guidelines may be developed, and determined through future studies and Local Area Plan reviews.

5.7.6.2 Developments will:

- a. minimize surface parking;
- b. ensure that where structured parking is proposed, **other uses such as residential and non-residential are incorporated** ~~incorporate other uses, such as residential and non-residential,~~ along the periphery of the structure at ground level; and
- c. provide a high standard of public and private realm **streetscape** design that is coordinated and comprehensive, which **may** includes street furniture, public art, building forecourts, open space, transit shelters, bicycle parking, tree planting, and the sensitive placement of utilities with consideration for the public and private realm.

### 5.7.7 Connectivity

5.7.7.1 The existing transportation network will be strengthened and expanded with new roads and streets, pedestrian and mid-block connections, and multi-modal access to **higher order transit** stations and stops.

5.7.7.2 Development will contribute to an interconnected street pattern that is multi-modal, **and** encourages, walking, cycling and the use of transit.

5.7.7.3 Pedestrian and cycling routes will be prioritized and located **strategically** to ensure safe, seamless, unobstructed and efficient access **from new and existing developments**.

### 5.7.8 Community Infrastructure, Parks and Open Spaces

5.7.8.1 **New Development** shall protect, enhance and expand the City's network of public parks and open

spaces, based on applicable City plans, to support population and employment growth. A phasing plan or strategy may be required for the expansion of the parks and open space network as part of the development application process.

5.7.8.2 **Unimpeded pedestrian access for residents to a public park or open space will** ~~City-owned playgrounds should generally be required provided within 400 metres 400m of a new development residential areas where appropriate, unimpeded by major pedestrian barriers.~~ Should public parks or open spaces not exist, development will dedicate land for park purposes at the discretion of the City.

5.7.8.3 New or expanded community infrastructure, parks, and open spaces will be designed to meet the anticipated community needs resulting from development.

5.7.8.4 The delivery of community infrastructure, parks, and open spaces will be identified through the development application process and City-initiated studies.

### 5.7.9 Development Servicing

5.7.9.1 Development will be phased to ensure appropriate transportation and municipal servicing infrastructure along with community services and facilities are available to service development. Development is to progress in a financially responsible and environmentally sustainable manner and cannot proceed until infrastructure services such as water, wastewater, and transportation are available. An evaluation or study may be required to demonstrate that there is sufficient infrastructure and servicing capacity for a **Major Transit Station Area** and if there isn't sufficient capacity, a servicing strategy shall be completed to the satisfaction of the Region of Peel.

#### 5.7.9.10 Planned Major Transit Station Areas

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

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

5.7.9.10.2 Until such time as Planned **Major Transit Station Areas** are delineated, the existing City

Structure and Character Area policies of this Plan will continue to apply.

Table 5-2 Protected Major Transit Station Areas

| Transit Corridor  | Protected and Major Transit Station Areas | Reference Code*   | Minimum Residents and Jobs Combined /Hectare* | Minimum Protected Major Transit Station Area Floor Space Index (FSI) | Land Use Schedule | Building Height Schedule |
|---|---|-------------------|---|--|-------------------|--------------------------|
| 403 Transitway  | Winston Churchill 403                     | 403-2             | 90  | 1.00   | 11a               | 11a                      |
| 403 Transitway  | Erin Mills 403                            | 403-3             | 160   | 1.00   | 11a               | 11a                      |
| 403 Transitway  | Creditview                                | 403-4             | 50  | 1.00   | 11b               | 11b                      |
| 403 Transitway  | Tahoe                                     | 403-10            | 160   | 1.10   | 11c               | 11c                      |
| 403 Transitway  | Etobicoke Creek                           | 403-11            | 160   | 1.40   | 11c               | 11c                      |
| 403 Transitway  | Spectrum                                  | 403-12            | 160   | 1.00   | 11c               | 11c                      |
| 403 Transitway  | Orbitor                                   | 403-13            | 160   | 1.00   | 11c               | 11c                      |
| 403 Transitway  | Renforth                                  | 403-14            | 160   | 1.30   | 11c               | 11c                      |
| 403 Transitway  | Central Parkway                           | 403-6             | 80  | 1.00   | 11c               | 11c                      |
| 403 Transitway  | Cawthra 403                               | 403-7             | 50  | 1.00   | 11c               | 11c                      |
| 403 Transitway  | Tomken 403                                | 403-8             | 90  | 1.00   | 11c               | 11c                      |
| 403 Transitway  | Dixie 403                                 | 403-9             | 130   | 1.40   | 11c               | 11c                      |
| 407 Bus Rapid Transit   | Britannia 407                             | 407-1             | 160   | 1.00   | 11d               | 11d                      |
| 407 Bus Rapid Transit   | Derry 407                                 | 407-2             | 160   | 1.00   | 11d               | 11d                      |
| Dundas Street Bus Rapid Transit   | Ridgeway                                  | DUN-1             | 160   | 1.20   | 11e               | 11e                      |
| Dundas Street Bus Rapid Transit   | Winston Churchill                         | DUN-2             | 160   | 1.00   | 11e               | 11e                      |
| Dundas Street Bus Rapid Transit   | Glen Erin                                 | DUN-3             | 160   | 1.00   | 11e               | 11e                      |
| Dundas Street Bus Rapid Transit   | Erin Mills                                | DUN-4             | 100   | 1.00   | 11e               | 11e                      |
| Dundas Street Bus Rapid Transit   | UTM                                       | DUN-5             | 50  | 1.00   | 11e               | 11e                      |
| Dundas Street Bus Rapid Transit   | Confederation Parkway                     | DUN-10            | 160   | 1.00   | 11f               | 11f                      |
| Dundas Street Bus Rapid Transit   | Credit Woodlands                          | DUN-6             | 100   | 1.00   | 11f               | 11f                      |
| Dundas Street Bus Rapid Transit   | Erindale Station                          | DUN-7             | 160   | 1.00   | 11f               | 11f                      |
| Dundas Street Bus Rapid Transit   | Wolfedale                                 | DUN-8             | 160   | 1.00   | 11f               | 11f                      |
| Dundas Street Bus Rapid Transit   | Clayhill                                  | DUN-9             | 100   | 1.00   | 11f               | 11f                      |
| Dundas Street Bus Rapid Transit   | Kirwin                                    | DUN-12            | 160   | 1.00   | 11g               | 11g                      |
| Dundas Street Bus Rapid Transit   | Grenville                                 | DUN-13            | 160   | 1.00   | 11g               | 11g                      |
| Dundas Street Bus Rapid Transit   | Cawthra                                   | DUN-14            | 160   | 1.00   | 11g               | 11g                      |
| Dundas Street Bus Rapid Transit   | Tomken                                    | DUN-15            | 160   | 1.00   | 11g               | 11g                      |
| Dundas Street Bus Rapid Transit/<br>Milton GO Rail                              | Dixie GO                                  | DUN-16/<br>MIL-6  | 160   | 1.00   | 11g               | 11g                      |
| Dundas Street Bus Rapid Transit   | Wharton                                   | DUN-17            | 160   | 1.00   | 11g               | 11g                      |
| Hurontario Light Rail Transit   | Britannia                                 | HLRT-16           | 160   | 1.00   | 11h               | 11h                      |
| Hurontario Light Rail Transit   | Courtney Park                             | HLRT-17           | 160   | 1.00   | 11h               | 11h                      |
| Hurontario Light Rail Transit   | Derry                                     | HLRT-18           | 160   | 1.00   | 11h               | 11h                      |
| Hurontario Light Rail Transit   | Highway 407                               | HLRT-19           | 160   | 1.00   | 11h               | 11h                      |
| Hurontario Light Rail Transit   | Matheson                                  | HLRT-15           | 160   | 1.00   | 11h               | 11h                      |
| Hurontario Light Rail Transit   | Eglinton                                  | HLRT-13           | 300   | 1.40   | 11i               | 11i                      |
| Hurontario Light Rail Transit   | Bristol                                   | HLRT-14           | 160   | 1.00   | 11i               | 11i                      |
| Hurontario Light Rail Transit   | Duke of York                              | HLRT-10           | 400   | 1.80   | 11j               | 11j                      |
| Hurontario Light Rail Transit   | City Centre                               | HLRT-11/<br>403-5 | 400   | 1.80   | 11j               | 11j                      |
| Hurontario Light Rail Transit   | Robert Speck                              | HLRT-12           | 400   | 1.50   | 11j               | 11j                      |
| Hurontario Light Rail Transit   | Burnhamthorpe                             | HLRT-8            | 400   | 1.00   | 11j               | 11j                      |
| Hurontario Light Rail Transit   | Main                                      | HLRT-9            | 400   | 1.00   | 11j               | 11j                      |
| Hurontario Light Rail Transit   | Fairview                                  | HLRT-7            | 300   | 1.00   | 11k               | 11k                      |
| Hurontario Light Rail Transit/<br>Milton GO Rail                                | Cooksville GO                             | HLRT-6/<br>MIL-5  | 300   | 1.10   | 11m               | 11l                      |
| Hurontario Light Rail Transit   | Dundas                                    | HLRT-5            | 300   | 1.40   | 11m               | 11l                      |
| Hurontario Light Rail Transit   | Queensway                                 | HLRT-4            | 300   | 1.00   | 11m               | 11l                      |
| Hurontario Light Rail Transit   | North Service                             | HLRT-3            | 300   | 1.00   | 11m               | 11l                      |
| Hurontario Light Rail Transit   | Mineola                                   | HLRT-2            | 50  | 1.00   | 11o               | 11n                      |
| Hurontario Light Rail Transit/<br>Lakeshore West GO Rail                        | Port Credit                               | HLRT-1/<br>LWGO-1 | 200   | 1.30   | 11o               | 11n                      |
| Kitchener GO Rail   | Malton GO                                 | KIT-1             | 100   | 1.00   | 11p               | 11p                      |
| Lakeshore Bus Rapid Transit   | Dixie Lakeshore                           | LBRT-1            | 160   | 1.00   | 11q               | 11q                      |
| Lakeshore Bus Rapid Transit   | Haig                                      | LBRT-2            | 300   | 1.00   | 11q               | 11q                      |
| Lakeshore Bus Rapid Transit   | Lakefront Promenade                       | LBRT-3            | 160   | 1.00   | 11q               | 11q                      |
| Lakeshore West GO Rail  | Clarkson GO                               | LWGO-2            | 150   | 1.00   | 11r               | 11r                      |
| *Reference Code and Minimum Density Targets as per Region of Peel Official Plan |   |                   |   |  |                   |                          |

### 8.2.3 Transit Network

Mississauga's transit network forms part of the interregional transportation system and is intended to both shape and support future growth in the city. To achieve this, the transit network will be centred on a system of linked regional and local mobility hubs, mixed use nodes and key destinations where major trip generating uses will be encouraged to locate. The City will work with other transit providers and agencies such as Metrolinx to promote transit as the preferred choice for moving people, particularly during peak travel times in the city and region.

Mississauga Official Plan promotes **active transportation** and the development of Community Nodes to reduce the need to travel great distances by car in fulfilling one's daily needs.

The transit network will be supported by compact, pedestrian oriented, mixed land use development in nodes and where appropriate, in mobility hubs and along **Corridors**.

Implementation measures such as transit priority and alternative on demand service providers will be considered to promote transit as a preferred transportation option that is accessible to people of all abilities.

Schedule 6: Long Term Transit Network, provides a conceptual overview of the long term transit network for Mississauga.

8.2.3.1 Mississauga will seek to develop and maintain a system of transit services aimed at providing a competitive alternative to the automobile, for access throughout the city and neighbouring municipalities.

8.2.3.2 Mississauga will operate a network of local grid services on major roadways and local feeder routes, which are connected at key transit terminals and commuter rail stations.

8.2.3.3 Mississauga Transit will connect to commuter rail services operated by GO Transit that provide access to downtown Toronto and other destinations within the region.

8.2.3.4 The City will initiate express transit on **Intensification Corridors** and will continue to employ express services as part of the implementation of the Mississauga Bus Rapid Transit.

8.2.3.5 Light rail transit is planned on Hurontario Street as the main north-south spine in Mississauga including service within the Downtown Core area. Bus Rapid Transit will run along the Highway 403/Eglinton Avenue corridor as the east-west spine to form part of the regional transit system in



Figure 8-4: **Higher order transit** such as the Highway 403/Eglinton Bus Rapid Transit will provide competitive alternatives to the automobile.





Figure 8-5: Various transportation forms exist within the city. The transit network is extensive and serves the large resident population and employment base, as well as those passing through the city.

accordance with the Metrolinx Regional Transportation Plan.

8.2.3.6 To create a city wide transit grid network, Mississauga will decentralize existing transit services away from the Downtown Core and connect bus rapid transit stations to other Intensification Areas.

8.2.3.7 The Downtown will be served by local and **higher order transit** facilities, which provide connections to neighbouring municipalities. The City will work with surrounding municipalities, the Region, the Greater Toronto Airports Authority and the Province to create an interconnected **higher order transit** system that links Intensification Areas, surrounding municipalities, the regional transit system and the Airport.

8.2.3.8 Decisions on transit planning and investment will be made according to the following criteria:

- a. using transit infrastructure to shape growth, and planning for high residential and employment densities that ensure the efficiency and viability of existing and planned transit service levels;
- b. placing priority on increasing the capacity of existing transit systems to support Intensification Areas;
- c. expanding transit service to areas that have achieved, or will be planned to achieve, **transit-supportive** residential and employment densities, together with a mix of residential,

office, institutional and commercial development, wherever possible;

- d. providing priority access to the Downtown, other Intensification Areas and the Airport; and
- e. increasing the modal share of transit.

8.2.3.9 Access to transit will be provided within walking distance of the places where people live and work, and of major destinations such as the Lake Ontario waterfront.

8.2.3.10 Accessible transit facilities and passenger amenities, such as bus bays, bus loops, bus stop platforms and shelters, will be acquired through the processing of development applications, where appropriate.

### 8.3.2 Transit Design

The design and management of transit facilities will employ a variety of techniques, which consider the convenience and comfort of transit users, to promote transit as a primary mover of people.

8.3.2.1 Mississauga will employ transit priority measures on priority corridors shown on Schedule 6: Long Term Transit Network, such as queue jump lanes and transit signal priority, along with express services, new intelligent transportation systems (ITS), fare integration, and service coordination with GO Transit and neighbouring transit systems.

~~8.3.2.2 **Major Transit Station Areas** will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrian, bicycle parking and commuter pick up/drop off areas.~~

## 8.6 Mobility Hubs

Mobility hubs have employment, housing, shopping and recreational uses concentrated around a ~~Major Transit Station Area~~ and are connected by a variety of modes of transportation such as walking, cycling, and regional and local transit.

Mobility hubs include both **gateway** and **anchor hubs** as shown on Schedule 6: Long Term Transit Network.

8.6.1 Mississauga will promote the development of land use and transportation facilities around **anchor hubs** and **gateway hubs** in a manner that supports the Metrolinx Regional Transportation Plan.

8.6.2 Mobility hubs will be planned and designed to provide access from various transportation modes to the transit station, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.

8.6.3 Mobility hubs may be required to provide amenities such as secure storage facilities for bicycles, car-share drop-off areas, heated waiting areas, traveller information centres, cafes and

restaurants, as well as services such as daycares, grocery stores or post offices.

8.6.4 Access to mobility hubs ~~and Major Transit Station Areas~~ will be promoted through the provision of pedestrian and cycling linkages, transit and adequate commuter parking facilities, and the potential for development of structured parking.



Figure 8-10: Several 400 series highways and major roads traverse Mississauga and support the many businesses reliant on efficient goods movement.

## 9.2.1 Intensification Areas

Intensification Areas are the principal location for future growth and consist of:

- Downtown;
- Major Nodes;
- Community Nodes;
- Corporate Centres;
- ***Intensification Corridors***; and
- ***Major Transit Station Areas***.

Intensification Areas are a major building block of the city pattern and, as such, will be expected to exhibit

high standards of urban design that will result in vibrant and memorable urban places. They are intended to create order and a sense of place, with a scale that varies with their intended purpose and role in the urban hierarchy.

In order to achieve the vision for Intensification Areas as vibrant, mixed use areas, serviced by multi-modal transportation, the physical form, relationship among buildings and spaces and the quality of the built environment will be critical in making these areas successful.

9.2.1.1 Development will create distinctive places and locales.

9.2.1.2 Design excellence will create a vibrant Downtown complemented by communities that retain their own identity and contribute to an overall strong city identity.







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

9.2.1.3 Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.

9.2.1.4 Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.

9.2.1.5 Small land parcels should be assembled to create efficient development parcels.

9.2.1.6 Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances.

9.2.1.7 Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands.

9.2.1.8 The preferred location of **tall buildings** will be in proximity to existing and planned **Major Transit Station Areas**.

9.2.1.98 Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.

9.2.1.109 Appropriate height and built form transitions will be required between sites and their surrounding areas.

9.2.1.1110 **Tall buildings** will be sited and designed to enhance an area's skyline.

9.2.1.1211 **Tall buildings** will be sited to preserve, reinforce and define view corridors.

9.2.1.1312 **Tall buildings** will be appropriately spaced to provide privacy and permit light and sky views.

9.2.1.1413 In appropriate locations, **tall buildings** will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.

9.2.1.1514 **Tall buildings** will address pedestrian scale through building articulation, massing and materials.

9.2.1.1615 **Tall buildings** will minimize adverse microclimatic impacts on the public realm and private amenity areas.

9.2.1.1716 Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.

9.2.1.1817 Existing large blocks will be reconfigured to incorporate a fine-grained block structure with public roads and on-street parking to support at grade uses.

9.2.1.1918 The public realm and the development interface with the public realm will be held to the highest design standards.

9.2.1.2019 Mississauga will develop identifiable civic buildings, structures, and spaces as community and city focal points.

9.2.1.2120 Development will contribute to pedestrian oriented **streetscapes** and have an urban built form that is attractive, compact and transit supportive.

9.2.1.2221 Development will be designed to support and incorporate pedestrian and cycling connections.

9.2.1.2322 Active uses will be required on principal streets with direct access to the public sidewalk.

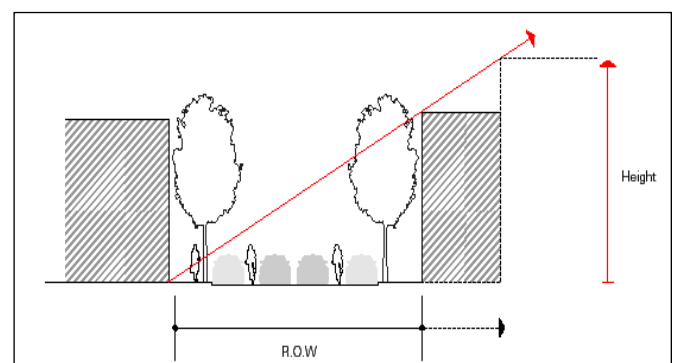


Figure 9-8: On wider streets, taller buildings may be required to provide appropriate street enclosure.

9.2.1.2423 Development will face the street.

9.2.1.2524 Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.

9.2.1.2625 For non-residential uses, at grade windows will be required facing major streets and must be transparent.

9.2.1.2726 Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping.

9.2.1.2827 Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired.

9.2.1.2928 Development will have a compatible bulk, massing and scale of built form to provide an integrated **streetscape**.

9.2.1.3029 Development will provide open space, including squares and plazas appropriate to the size, location and type of the development.

9.2.1.3130 Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk.

9.2.1.3231 Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public

sidewalk, pedestrian connections and transit facilities.

9.2.1.3332 Open spaces will be designed to promote social interaction.

9.2.1.3433 Development will utilize **streetscape** design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces.

9.2.1.3534 Buildings and **streetscapes** will be situated and designed so as to encourage pedestrian circulation.

9.2.1.3635 **Streetscape** improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed.

9.2.1.3736 Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure for natural surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office uses.

9.2.1.3837 Parking lots and structures should not be located adjacent to major streets.

9.2.1.3938 Signage will be integrated with the scale and character of built form and will follow **universal design principles**.



# 10 Foster a Strong Economy

## 10.1 Introduction

Mississauga is an economically strong city where people and businesses thrive. The city's economic

diversity of business operations. Wholesale trade; manufacturing; professional, scientific and technical services; transportation and warehousing companies, as well as various other employment sectors, are all represented in the city. Many of these companies are



Figure 10-1: There are over 420 000 employment opportunities in Mississauga providing jobs for local as well as regional residents. While the largest concentration of these employment opportunities is in the northeast quadrant of the city at the Airport and surrounding lands, Mississauga has a number of other thriving employment areas. Mississauga has been highly successful in attracting office employment and over the last 25 years the city has developed an average of approximately one million square feet of office space annually. (Robert Speck Parkway Business Area, Hewlett-Packard Building, Airport - Terminal 1)

success is based on its ability to attract and retain a

innovative businesses, large corporations and head



offices. Mississauga is home to over 60 Fortune 500 head offices.

Mississauga's strong employment base has resulted in the city becoming a net importer of talent. Two thirds of the resident labour force work in Mississauga, which demonstrates the variety of employment opportunities available to residents.

Mississauga is home to a well educated labour force. Ensuring that residents have access to opportunities to develop the skills and knowledge needed to meet the needs of the business community is critical to the city's continued economic success. Mississauga is home to The University of Toronto Mississauga and the Sheridan College campus in the Downtown. In addition to these post-secondary institutions, the City promotes the establishment of new universities and colleges so that local students have a variety of learning opportunities within their community. This will also attract new residents to the city to further their education, retain youth and encourage partnerships between academic institutions and businesses.

Mississauga will continue to support existing businesses and work toward attracting new business ventures that complement the City's vision and



Figure 10-2: Retaining areas for employment purposes is vital to the health and competitiveness of the city. As the city's population grows through intensification and redevelopment, it will be critical to maintain the existing employment base and to provide opportunities for future employment.

provide a range of employment opportunities that utilize the skills and knowledge of the local labour force.

The City identifies three strategic economic development goals that support the city's vision: to be a Global Business Magnet, to have a Culture of Innovation and to be a Knowledge Economy. In this context, a number of target opportunities have been recognized in high growth knowledge sectors, including Life Sciences; Information, Communication Technologies (ICT); Finance and Insurance; and Advanced Manufacturing.

Each of these sectors has a strong presence in Mississauga today, with recognizable clusters in areas such as Airport Corporate Centre, Gateway Corporate Centre and Meadowvale Business Park. In addition, Sheridan Park is characterized by a research cluster. It is critical for the city to continue to grow and sustain these knowledge sectors within the city.

The urban system supports the business community by promoting office and employment uses within Intensification Areas, while preserving lands for a variety of activities and extensive employment functions. Employment opportunities are to be concentrated within the Downtown, Corporate Centres, Major Nodes and Employment Areas. Special Purpose Areas are also important employment centres. Within Community Nodes and Neighbourhoods, employment opportunities that provide local services to residents are anticipated.

As Mississauga continues to develop, there will be fewer opportunities for land extensive business activities and a greater reliance on office development as a generator of employment. Mississauga is fortunate to have several highly successful office areas and is well positioned to attract considerable additional office growth. Mississauga's Downtown and Corporate Centres are particularly well located for future office development as they have excellent access to

existing and planned **higher order transit** services and several 400 series highways.

The provision of infrastructure and utilities in an environmentally sustainable, timely manner, and their maintenance is key to continued economic development and growth. Mississauga will encourage energy conservation and reduce air pollution and greenhouse gas emissions through land use patterns and urban design standards that support alternative forms of transportation, energy efficient buildings and opportunities for **cogeneration**.

10.1.1 Mississauga will encourage a range of employment opportunities reflective of the skills of the resident labour force.

10.1.2 Mississauga will identify and protect lands for a diversity of employment uses to meet current and future needs.

10.1.3 An adequate supply of lands providing locations for a variety of appropriate employment uses will be maintained to accommodate the City's growth forecasts.

10.1.4 The conversion of lands designated Business Employment, Industrial, Institutional or Office within Corporate Centres and Employment Areas to permit non-employment uses is prohibited unless considered through a Phase One municipal comprehensive review and, where applicable, a Phase Two municipal comprehensive review. For the purposes of this policy, **major retail** uses are considered non-employment uses.

a. A Phase One municipal comprehensive review will be required to demonstrate that:

- there is a need for the conversion;
- Mississauga will meet the employment forecasts of this Plan;
- the conversion will not adversely affect the overall viability of the employment area and achievement of the intensification target, density targets and other policies of this Plan;
- there is existing or planned infrastructure to accommodate the proposed conversion;

- the lands are not required over the long term for employment purposes; and
- cross jurisdictional issues have been considered; and

b. Where a Phase One municipal comprehensive review has identified the potential for the conversion of lands, Phase Two of the municipal comprehensive review will determine appropriate land uses for identified areas and consider, among other matters, the following:

- alternative locations for displaced employment uses;
- land use options that result in a similar or greater number of employment opportunities;
- compatibility with surrounding land uses;
- infrastructure capacity, needs and costs; and
- municipal benefits to be realized through land conversion; and

c. Development applications for the conversion of lands to non-employment uses will be considered premature until both Phase One and Phase Two of the municipal comprehensive review has been completed.

10.1.5 Mississauga will provide for a wide range of employment activities including office and diversified employment uses. To this end Mississauga will:

- a. strive to increase office employment;
- b. encourage the establishment of knowledge based industries and support their growth; and
- c. encourage the establishment of small innovative businesses and support their growth.

10.1.6 Mississauga will facilitate the operation and where appropriate, the expansion of existing businesses as permitted by this Plan. In some locations, alternative land uses may be identified to

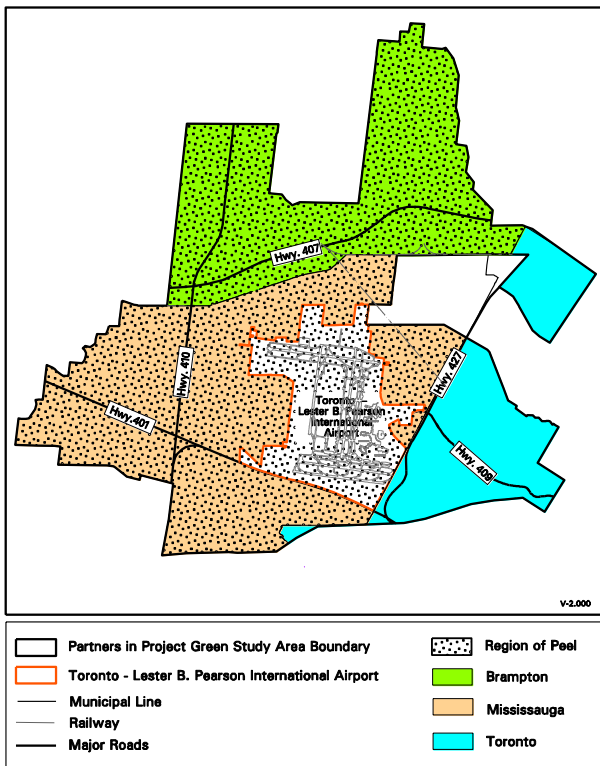


Figure 10-3: Partners in Project Green is a growing community of businesses working together to green their bottom line by creating an internationally recognized 'eco-business zone' around the Airport. Through new forms of business-to-business collaboration, Partners in Project Green delivers programming that helps businesses reduce energy and resource costs, uncover new business opportunities and address everyday operational challenges in a green and cost effective manner.

encourage the relocation of existing businesses to allow the lands to redevelop in accordance with the planning vision for the area. Development proponents may be required to submit satisfactory studies prior to development.

10.1.7 To encourage economic development and competitiveness, Mississauga will ensure the necessary infrastructure, for which it is responsible, is provided to support current and forecasted employment needs.

10.1.8 **Transit-supportive** development with compact built form and minimal surface parking will be encouraged in Corporate Centres, ~~Major Transit Station Areas~~ and **Corridors**.

10.1.9 Mississauga will foster eco-industrial activity in new and existing employment areas, such as the

Pearson Eco-Business Zone, which will demonstrate innovation and high levels of environmental and economic performance by:

- transforming the employment area into an eco-industrial zone;
- creating a sustainable economic area and green business areas;
- investing in green buildings, technology and practices;
- encouraging leveraged partnerships between public and private organizations; and
- establishing infrastructure with multi objective.

10.1.10 Residential uses will be prohibited within Corporate Centres and Employment Areas.

10.1.11 Infrastructure will be planned and delivered to ensure financial viability over life cycles and meet projected needs.

## 10.7 Energy and Power Generation

Energy efficiency and improved air quality through land use, development patterns and efficient transportation, are important for the health of Mississauga's population, economic prosperity and protection of the environment. The City supports energy initiatives that will enable it, its residents, businesses and transportation systems to conserve energy and reduce their dependence on fossil based energy sources by changing to alternative or **renewable energy** systems.

This Plan provides opportunities for power generation facilities to accommodate current and projected needs, where feasible, and recognizes the interdependencies that exist in the built and natural environments. However, it is essential that power generating facilities be located in appropriate locations away from residential and other sensitive uses.

10.7.1 Mississauga will conserve energy by promoting energy efficient land use and development patterns, efficient transportation and alternative and **renewable energy** systems.

10.7.2 Mississauga will plan for greener, healthier communities by reducing harmful greenhouse gas emissions and improving the air quality.

10.7.3 Mississauga supports energy conservation, and the reduction of emissions from vehicles as well as from municipal, residential, commercial and industrial sources to protect air quality.

10.7.4 Mississauga supports energy demand management initiatives by other levels of government and other agencies to reduce energy consumption and improve energy efficiency.

10.7.5 Mississauga encourages appropriate land use and development patterns that are **transit-supportive**, site and building designs that conserve energy and opportunities for district energy.

10.7.6 Mississauga encourages the creation of innovative strategies such as green site design and green buildings, which utilize technology such as green roofs, white roofs and the use of the urban tree canopy to achieve energy efficiencies.

10.7.7 Mississauga will promote public awareness and education initiatives jointly with other levels of government and other agencies on matters related to energy conservation.

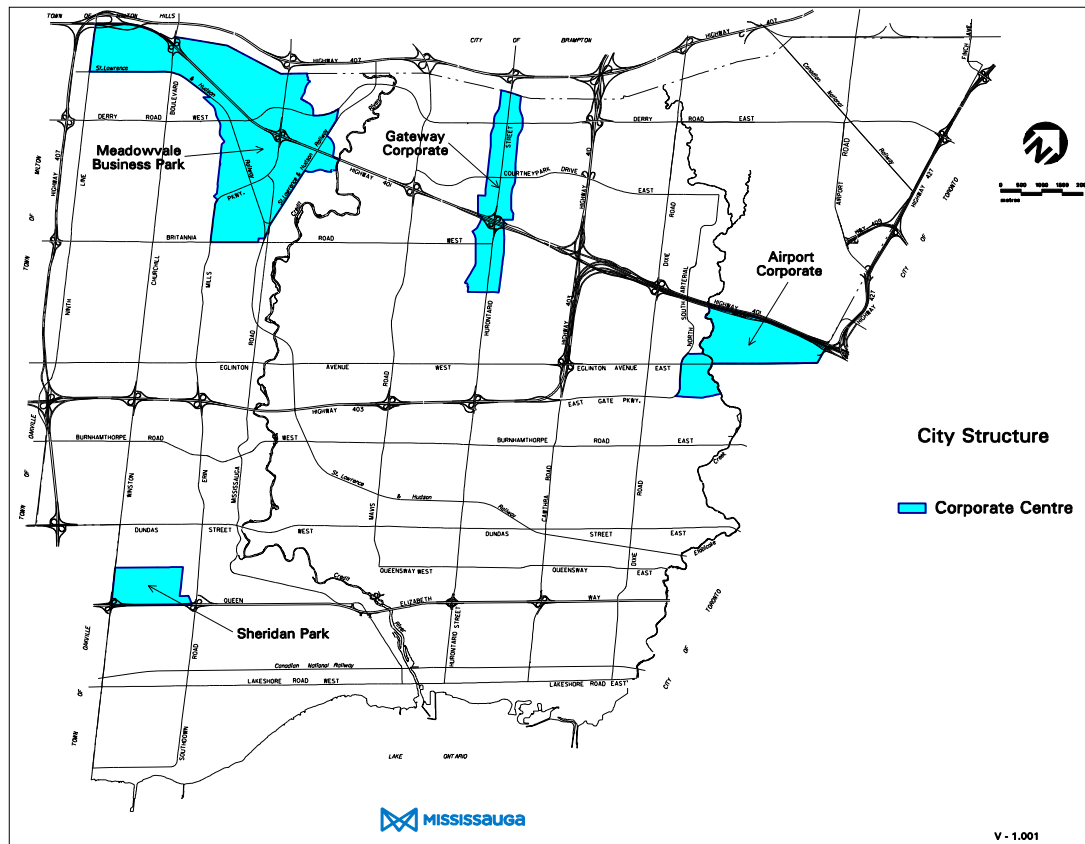
10.7.8 Mississauga supports policies that promote water conservation measures and **stormwater best management practices** to ensure energy conservation.

10.7.9 Mississauga encourages district energy systems where appropriate, to reduce greenhouse gas emissions and air pollution.

10.7.10 Mississauga will work jointly with other levels of government and other agencies to investigate the need, feasibility, implications and suitable locations for **renewable energy** projects and to promote local clean energy generation, where appropriate.



## 15.1 Introduction



Map 15-1: City Structure – Corporate Centres

There are four Corporate Centre Character Areas in Mississauga:

- Airport Corporate;
- Gateway Corporate;
- Meadowvale Business Park; and
- Sheridan Park.

This section identifies the modifications to the General Land Use designations in Chapter 11 that apply to all Corporate Centres.

### 15.1.1 General

15.1.1.1 Corporate Centres will develop a mix of employment uses with a focus on office development and uses with high employment densities.

15.1.1.2 Lands on a **Corridor** or within a **Major Transit Station Area** outside a **Protected Major Transit Station Area**, will be subject to the two storey height minimum. Local area plans or planning studies may establish maximum height requirements.

15.1.1.3 The following uses will not be permitted in freestanding buildings on a **Corridor**.

- financial institution;
- motor vehicle rental;
- personal service establishment;
- restaurant; and
- retail store.

15.1.1.4 Within a **Corridor** all accessory uses must be in the same building as the principal use.

## 15.1.2 Residential

15.1.2.1 Residential uses will not be permitted.

## 15.1.3 Mixed Use

15.1.3.1 Notwithstanding the Mixed Use policies of this Plan, the following additional uses will be permitted:

- a. Major offices.

15.1.3.2 Notwithstanding the Mixed Use policies of this Plan, the following uses will not be permitted:

- a. residential.

## 15.1.4 Office

15.1.4.1 Notwithstanding the Office policies of this Plan, the following additional uses will be permitted:

- a. Post-secondary educational facilities.

## 15.1.5 Institutional

15.1.5.1 Notwithstanding the Institutional policies of this Plan, residential uses will not be permitted.

## 15.1.6 Convenience Commercial

15.1.6.1 The Convenience Commercial designation will not be permitted.

## 15.1.7 Motor Vehicle Commercial

15.1.7.1 The Motor Vehicle Commercial designation will not be permitted, except for lands designated Motor Vehicle Commercial at the time this Plan comes into effect.

## 15.1.8 Business Employment

15.1.8.1 Notwithstanding the Business Employment policies of this Plan, the following additional uses will be permitted:

- a. Major office; and

- b. Post-secondary educational facility.

15.1.8.2 Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:

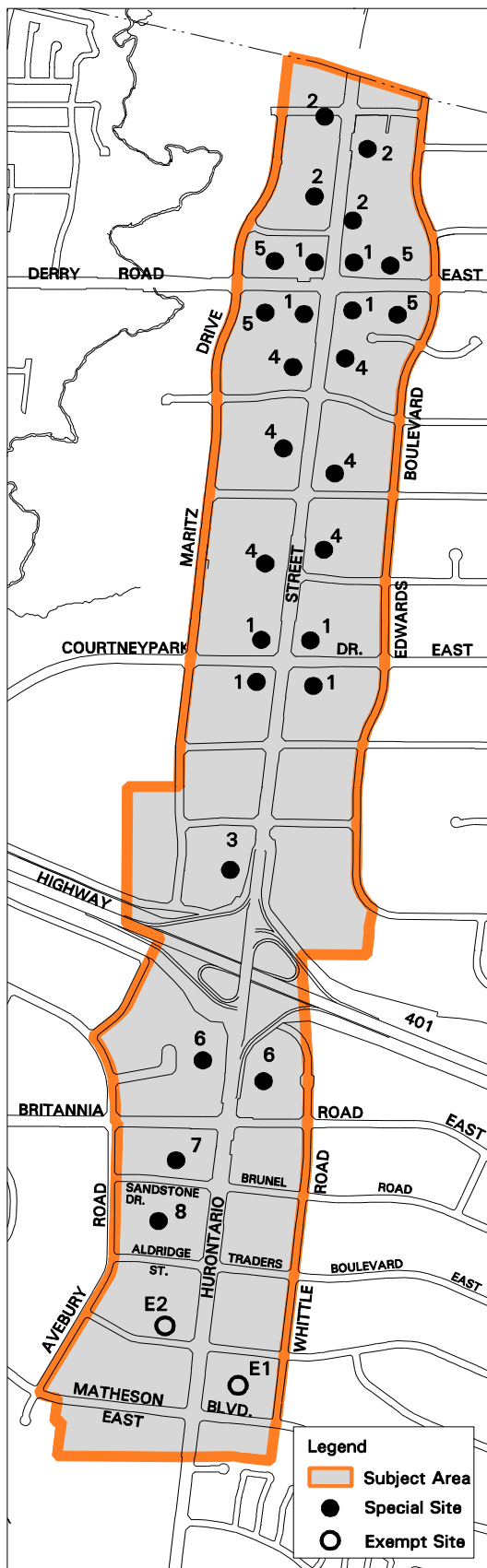
- a. adult entertainment establishment;
- b. animal boarding establishment;
- c. body rub establishment;
- d. cardlock fuel dispensing;
- e. composting facilities;
- f. motor vehicle body repair facility;
- g. Motor Vehicle Commercial;
- h. outdoor storage and display areas related to a permitted manufacturing use;
- i. transportation facilities;
- j. trucking terminals;
- k. self storage facilities; and
- l. **waste processing stations** or **waste transfer stations**.

15.1.8.3 Notwithstanding the Business Employment policies of this Plan, **secondary offices** will not be subject to a maximum **floor space index (FSI)**.

### **15.1.9 Industrial**

15.1.9.1 The Industrial designation will not be permitted, except for lands within the Meadowvale Business Park Character Area designated Industrial at the time this Plan comes into effect.

## 15.3 Gateway Corporate



Map 15-3: Gateway Corporate Centre Character Area

### 15.3.1 Urban Design Policies

15.3.1.1 The focus of these policies is to promote high quality urban design and built form. These policies are also intended to reinforce and enhance the image of Hurontario Street as the main north-south **Corridor** through the city.

#### Hurontario Street Corridor Development Policies

15.3.1.2 The purpose of the following urban design policies is to define principles for the physical form and character of Hurontario Street:

- encourage a high quality urban design in the built form which is distinctive and urban in character, and which contributes to the identity of Hurontario Street as a principal city thoroughfare and higher order transit corridor;
- encourage a high standard of public and private realm **streetscape** design that is coordinated and comprehensive, particularly at ~~Major Transit Station Areas~~, which includes street furniture, public art, building forecourts, open space, transit shelters, bicycle parking, tree planting, and the sensitive placement of utilities with consideration for the public and private realm;
- buildings will be street related with main building entrances, active building elevations, and fenestration forming an integrated link between the building and the sidewalk. Active building features should be oriented to major street frontages and the light rail transit system;
- encourage the development of a unique Hurontario Street character, and enhance its image through the creation of **streetscape** design, prominent intersections, built form features, an integrated public and private realm and gateway features;
- orient the most active and architecturally detailed building façade to the public street by use of main entrances and a large percentage of fenestration addressing the **streetscape**;



- f. locate parking facilities at the rear and/or side of buildings instead of between the front of the building and the public street. As sites develop/redevelop, parking should be structured and preferably, underground. Transportation demand management measures will be encouraged;
- g. design buildings with sufficient height, mass and width of street frontage to define and frame the street;
- h. complete the road system to improve cyclist and pedestrian movement, vehicular and servicing access, and to create usable and accessible development parcels;
- i. integrate the principal and the accessory uses, within individual buildings;
- j. encourage the continued development of varied and innovative prestige buildings;
- k. encourage development that provides a safe and convenient pedestrian environment that reinforces Hurontario Street as a major transit corridor;
- l. minimize building setbacks from the streetline(s) while balancing continuous landscaping between the building and the street and pedestrian linkages to the public sidewalk;
- m. encourage the appropriate transition of built form between buildings;
- n. provide for safe, pleasant and convenient pedestrian movement from the public sidewalk and on-site parking areas to the principal building entrance(s);
- o. discourage the fragmentation of land parcels that will inhibit the eventual development of employment uses. Encourage land consolidation, in particular at the principal intersections to facilitate useable development parcels;
- p. priority will be given to pedestrian movement when accommodating both pedestrian and vehicular traffic. Design efficient parking facilities to avoid circuitous routes and dead end aisles;
- q. encourage built form (outside the gateway and main intersection areas) to incorporate a high level of physical continuity, cohesion and linkage between buildings, from block to block, and from street to street;
- r. create a sense of prominence at the intersections ~~along of Hurontario Street and Major Transit Station Areas~~ **create a sense of prominence at the intersections along Hurontario Street**, by integrating features such as: tall, more distinctive buildings located close to the street, unique landscape and **streetscape** treatment, transit amenities, elevated and distinguishing rooflines;
- s. internalize, screen and minimize visual impacts of the service and loading facilities from the **streetscape**, public view, pedestrian walkways, and abutting uses;
- t. the submission of a concept plan will be required for all development applications to demonstrate how the urban design policies will be implemented;
- u. development applications will also have regard for the urban design guidelines in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence; and
- v. development should provide the ease of movement between the built form and transit facilities and **active transportation**. The design of buildings will improve connections and accessibility for transit users and **active transportation** and reinforce Hurontario Street as a major transit corridor.

### 15.3.2 Land Use

15.3.2.1 Notwithstanding the policies of this Plan, single storey financial institutions and freestanding restaurants of all types which are not substantially screened from Hurontario Street by a building in place

at the time of development will not be permitted on land adjacent to Hurontario Street.

15.3.2.2 Existing uses will be permitted as they existed on the day these policies come into effect. Limited expansions may be permitted on a site specific basis subject to consideration of matters such as urban design and proximity to a **Major Transit Station Area**.

15.3.2.3 Existing buildings that do not meet the built form policies including single storey financial institutions, and freestanding restaurants, which are not substantially screened from Hurontario Street by a building, will be encouraged to redevelop in keeping with the vision for the Hurontario Street Intensification Corridor.

15.3.2.4 Notwithstanding the Office policies of this Plan, the following additional policies will apply:

- a. overnight accommodation and conference centres may be permitted;
- ~~b. at **Major Transit Station Areas**, buildings will be a minimum of three storeys but will be encouraged to be higher;~~
- ~~e~~b. buildings will have a maximum building setback of five metres, however, greater setbacks may be required based on the final design of the light rail transit system;
- ~~e~~c. accessory retail commercial uses incorporating transparent windows will be encouraged at grade ~~at **Major Transit Station Areas**~~ for buildings directly fronting Hurontario Street; and
- ~~e~~d. in order to achieve a continuous street wall, new development will have a minimum 80 percent of any lot frontage along Hurontario Street ~~within **Major Transit Station Areas**~~ and 66 percent in areas beyond, occupied with a building or buildings. In the case of lots with multiple street frontages, priority will be given to establishing a continuous street wall along Hurontario Street. This continuous street wall condition will wrap around the corner at major intersections.

15.3.2.5 Notwithstanding the Business Employment designation, the following additional uses will not be permitted:

- a. motor vehicle body repair facilities;
- a. transportation facilities;
- b. trucking terminals; and
- c. **waste processing** or **transfer stations** and composting facilities.

## 17.1 Introduction

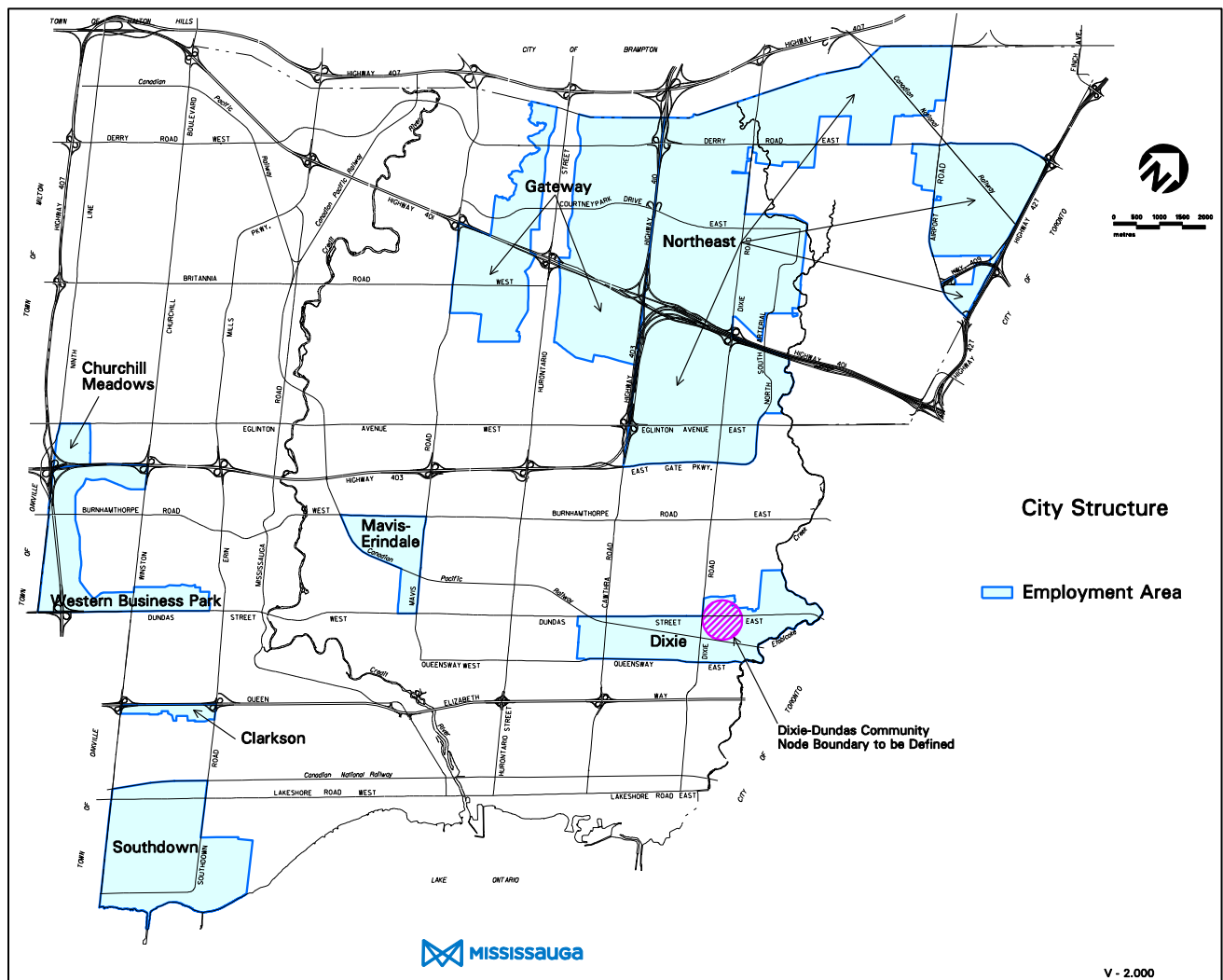
There are eight Employment Area Character Areas in Mississauga:

- Churchill Meadows;
- Clarkson;
- Dixie;
- Gateway;

This section identifies the modifications to the General Land Use designations in Chapter 11 that apply to all Employment Areas.

### 17.1.1 General

17.1.1.1 Lands on a **Corridor** will not be subject to the two storey height minimum **except along Intensification Corridors** and within **Major Transit Station Areas**. Character Area policies may establish height requirements.



Map 17-1: City Structure – Employment Areas

- Mavis-Erindale;
- Northeast;
- Southdown; and
- Western Business Park.

### 17.1.2 Utilities

17.1.2.1 Outdoor storage will be permitted accessory to a permitted land use adjacent to electric power rights-of-way.

### 17.1.3 Residential

17.1.3.1 Residential designations will not be permitted, except for permitted residential designations in the Dixie Employment Area in existence at the time this Plan comes into effect.

### 17.1.4 Mixed Use

17.1.4.1 Notwithstanding the Mixed Use policies of this Plan, the following additional uses will be permitted only in the Dixie, Gateway, Mavis-Erindale, Northeast, Southdown and Western Business Park Character Areas:

- a. Business Employment Uses; and
- b. Motor Vehicle Commercial Uses.

17.1.4.2 Notwithstanding the Mixed Use policies of this Plan, the following uses will not be permitted:

- a. Residential.

17.1.4.3 Notwithstanding the Mixed Use policies of this Plan, the maximum ***floor space index (FSI)*** for ***secondary offices*** is 1.0.

17.1.4.4 The Mixed Use designation will not be permitted, except for lands designated Mixed Use at the time this Plan comes into effect.

### 17.1.5 Offices

17.1.5.1 Notwithstanding the Office policies of this Plan, the following uses will not be permitted:

- a. Major office.

17.1.5.2 Notwithstanding 17.1.5.1, existing major office is permitted and major office will be permitted in **Protected Major Transit Station Areas**.

17.1.5.3 Notwithstanding the Office policies of this Plan, the maximum ***floor space index (FSI)*** for ***secondary offices*** is 1.0.

Notes:

Existing policies are shown in the black text; proposed new changes are shown in the green text; proposed deletions to existing policies are shown as strike-outs. Text highlighted in yellow indicate a change from the draft official plan amendment presented to Planning and Development Committee on May 9, 2022.

## 20 Glossary

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### MAJOR TRANSIT STATION AREA

~~means the area including and around any existing or planned **higher order transit** station. Station areas generally are defined as the area within an approximate 500 m radius of a transit station, measured from the station building, representing about a 10 minute walk.~~

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

### PROTECTED MAJOR TRANSIT STATION AREA

means a **Major Transit Station Area**, that has been identified in the Region of Peel Official Plan as a protected major transit station area, with a delineated area boundary, and is subject to municipal official plan policies that identify: the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area; the authorized uses of land and of buildings or structures on lands in the area; and the minimum densities that are authorized with respect to buildings and structures on lands in the area. All delineated **Major Transit Station Areas** are Protected Major Transit Station Areas in this Plan.

### TRANSIT-SUPPORTIVE

means development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. Transit-supportive development will be consistent with Ontario's Transit Supportive Guidelines.