

Appendix 6

Planning Rationale for Proposed Amendments to Mississauga Official Plan (MOP)

Section	Change	OPA No.	Proposed Revisions, Deletions or Additions to MOP	Planning Rationale
1.1.4 How to Read Mississauga Official Plan	Added	143	<p>qq. For areas within Protected Major Transit Station Areas as shown in Schedule 2: Intensification Areas, of this Plan:</p> <ul style="list-style-type: none"> • 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 <i>Planning Act</i>, 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. 	<p>Wording has been added in this section of the Plan to clarify that Major Transit Station Area (MTSA) policies are to be read in conjunction with all other policies of the Mississauga Official Plan. It also notes that Protected Major Transit Station Area (PMTSA) related policies may also exist in other Sections of the Plan and will be identified by a text box. These policies are protected from appeal in accordance with Subsection 17(36.1.4) of the <i>Planning Act</i>.</p>

Section	Change	OPA No.	Proposed Revisions, Deletions or Additions to MOP	Planning Rationale																																																								
5.3 City Structure	Amended	MOPA 143	<table border="1"> <thead> <tr> <th rowspan="2">Location</th><th colspan="2">Height*</th><th rowspan="2">Density Range (residents and jobs combined per gross hectare)</th><th rowspan="2">Population to Employment Ratio</th></tr> <tr> <th>Minimum</th><th>Maximum</th></tr> </thead> <tbody> <tr> <td>Downtown</td><td>As specified for each PMTSA</td><td>As specified for each PMTSA</td><td>As specified for each PMTSA</td><td>1:1</td></tr> <tr> <td>Major Nodes **</td><td>2</td><td>25</td><td>200 to 300</td><td>2:1 to 1:2</td></tr> <tr> <td>Community Nodes **</td><td>2</td><td>4</td><td>100 to 200</td><td>2:1 to 1:2</td></tr> <tr> <td>Corporate Centres **</td><td rowspan="2">2 along Corridors</td><td>—</td><td>—</td><td>—</td></tr> <tr> <td>Neighbourhoods**</td><td>4</td><td>—</td><td>—</td></tr> <tr> <td>Employment Areas**</td><td>—</td><td>—</td><td>—</td><td>—</td></tr> <tr> <td>Intensification Corridors</td><td>As specified for each PMTSA</td><td>As specified for each PMTSA</td><td>As specified for each PMTSA</td><td>—</td></tr> <tr> <td>Corridors**</td><td>2 except in Employment Areas</td><td>As per City Structure element</td><td>—</td><td>—</td></tr> <tr> <td>Protected Major Transit Station Areas (PMTSAs)</td><td>As specified for each PMTSA</td><td>As specified for each PMTSA</td><td>As specified for each PMTSA</td><td>—</td></tr> <tr> <td>Designated Greenfield Area</td><td>—</td><td>—</td><td>minimum 50</td><td>—</td></tr> </tbody> </table> <p>* Character area policies may establish alternative heights ** Outside Protected Major Transit Station Areas (PMTSAs)</p> <p>Figure 5-5: Height, Density and Population to Employment Ratio Requirements</p>	Location	Height*		Density Range (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	—	<p>A new Section 5.7 Major Transit Station Areas (MTSAs) is introduced and as such, Figure 5-5 is updated to reference the new PMTSA policies of the Official Plan. Information related to areas not subject to these policies remain unchanged.</p> <p>The original references to Intensification Corridors and MTSAs are removed to avoid confusion as they are all subject to the PMTSA policies.</p>
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5.3.1 Downtown	Amended	MOPA 143	<p>5.3.1.4 The Downtown will achieve a minimum gross density of residents and jobs combined per hectare as specified for each <i>Protected Major Transit Station Area</i>.</p>	<p>For the Downtown area, the gross density target of 200 residents and jobs per hectare is removed, and replaced with wording to reference the PMTSA minimum densities as established by the Region of Peel.</p> <p>Wording related to striving for higher densities is removed to avoid confusion with the minimum density</p>																																																								

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				requirements of the new Peel 2051 Region of Peel Official Plan (RPOP).
5.3.1 Downtown	<i>Amended</i>	MOPA 143	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 jobs that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review.	Development applications within the Downtown have been providing a significant number of residents. There should be more emphasis on the significant reduction of jobs and as such, this policy is amended by deleting the words “residents or”.
5.3.1 Downtown	<i>Amended</i>	MOPA 143	5.3.1.7 Character Area policies will establish how the population to employment targets will be achieved within the Downtown.	Density targets are expanded on, in other parts of the Plan (Section 5.7) and as such, this policy is amended by deleting the words “density and”
5.3.4 Corporate Centres	<i>Amended</i>	MOPA 143	5.3.4.6 Conversion of lands within Corporate Centres, outside of a <i>Protected Major Transit Station Area</i> , to non-employment uses will only be permitted through a municipal comprehensive review.	Wording was added to this policy to clarify that this policy is no longer applicable for lands within PMTSAs. Conversions within PMTSAs are subject to the Employment Area conversion policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe, Office Consolidation 2020 (Growth Plan).

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5.3.6 Employment Areas	<i>Amended</i>	MOPA 143	5.3.6.5 Conversion of lands within Employment Areas, outside of <i>Protected Major Transit Station Areas</i> , will only be permitted through a municipal comprehensive review.	Wording was added to this policy to clarify that this policy is no longer applicable for lands within PMTSAs. Conversions within PMTSAs are subject to the Employment Area conversion policies of the Growth Plan.
5.3.6 Employment Areas	<i>Deleted</i>	MOPA 143	5.3.6.9 Higher density employment uses, such as office, will be required within <i>Major Transit Station Areas</i> .	This policy is removed as employment use requirements for MTSAAs will be addressed in Section 5.7 Major Transit Station Areas.
5.4 Corridors	<i>Amended</i>	MOPA 143	5.4.8 <i>Corridors</i> , outside of <i>Protected Major Transit Station Areas</i> , 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. The minimum building height requirement will not apply to Employment Areas outside of <i>Protected Major Transit Station Areas</i> .	The policy has been amended to remove the reference to heights within Intensification Corridors and MTSAAs as this is covered in the new Section 5.7 Major Transit Station Areas. The minimum heights in this policy will continue apply for other areas not subject to the PMTSA policies.

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5.4 Corridors	<i>Amended</i>	MOPA 143	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 within Protected Major Transit Station Areas . 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.	References to MTSA's are modified to PMTSA's to be consistent with the status of the MTSA's along Hurontario Street.
5.5 Intensification Corridors	<i>Amended</i>	MOPA 143	5.5.1 The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, and Protected Major Transit Station Areas , as shown on Schedule 2: Intensification Areas.	References to MTSA's are modified to PMTSA's to be consistent with the proposed policies and wording in the new Section 5.7 Major Transit Station Areas. Reference to Intensification Corridors has been removed to reduce repetitiveness as all identified Intensification Corridors are located within the PMTSA's.
5.5 Intensification Corridors	<i>Deleted</i>	MOPA 143	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.	This policy is outdated as Provincial policies authorize the Region of Peel to delineate MTSA boundaries and identify the minimum MTSA densities in accordance with the <i>Planning Act</i> .

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				Criteria for MTSA Planning studies is identified in proposed policy 5.7.1.5 and reference here is no longer necessary.
5.5 Intensification Corridors	<i>Amended</i>	MOPA 143	5.5.9 Major office development will be encouraged to locate within the Downtown, Major Nodes, Corporate Centres, and Protected Major Transit Station Areas . Secondary office development will be encouraged within Community Nodes.	References to MTSA's are modified to PMTSA's to be consistent with the proposed policies and wording in the new Section 5.7 Major Transit Station Areas. Reference to Intensification Corridors has been removed to reduce repetitiveness as all identified Intensification Corridors are located within the PMTSA's.
5.5 Intensification Corridors	<i>Deleted</i>	MOPA 143	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.	This policy is deleted as new building height policies will be included in the new Section 5.7 Major Transit Station Areas.
5.5	<i>Deleted</i>	MOPA 143	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	New policies on connectivity relating to the transportation network and multi-modal access will be added to

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Intensification Corridors			pedestrians, bicycle parking and commuter pick-up/drop-off areas.	Section 5.7 Major Transit Station Areas. Policy 5.5.16 should be deleted as to avoid repetitiveness.
5.7 Major Transit Station Areas	<i>Added</i>	MOPA 143	<p>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.</p> <p>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.</p>	<p>The proposed policies in this Section establish a framework to promote transit-supportive development within MTSA's across the City. Through the proposed policies, MTSA's are to accommodate future growth with development that provides a diverse mix of land uses to support a balance of residents and jobs, a variety of housing types, tenures and affordability options, and amenities that support existing and planned transit and active transportation infrastructure.</p> <p>In addition to the City-wide MTSA policies, other policies that apply to a specific PMTSA or a portion of a PMTSA will be included in other sections of the Official Plan. These policies, generally relate to vision, land uses, urban form, building heights, transportation, parks and special sites. They were informed</p>

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			<p>Major Transit Station Areas may include one or more City Structure elements defined in this Plan within its boundaries. The Major Transit Station Areas policies will be in addition to established Character Area policies of this Plan.</p> <p>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 the <i>Planning Act</i>. 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.</p> <p>The boundaries of individual Major Transit Station Areas, associated densities, number of residents and jobs combined per hectare, land uses, and building heights, identified in Table 5-2: Protected Major Transit Station Areas and the schedules of this Plan will achieve the Major Transit Station Area minimum density targets in the Region of Peel Official Plan.</p>	<p>by area specific planning studies and are included in the applicable Character Area section of the Plan depending on the location of the PMTSA. PMTSA policies in accordance with the <i>Planning Act</i> will be identified within text boxes for easy reference.</p> <p>This Section also includes wording that describes the legislative framework for the MTSA policies, and that implementation will be dependent on approval of the RPOP.</p>
		MOPA 144	<p>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</p>	

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			delineated boundaries or minimum densities, the approved Region of Peel Official Plan policies of By-law 20-2022 will prevail.	
5.7.1 General	<i>Added</i>	MOPA 143	5.7.1.1 The following policies are to be read in conjunction with all other 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 <i>Planning Act</i> will take precedence.	<p>This Section provides general policies that apply to all MTSA. The policies identify all MTSA with delineated boundaries as PMTSA in accordance with the <i>Planning Act</i>.</p> <p>The policies also reference Table 5.2 which sets out the area boundaries, authorized uses of land and buildings, minimum densities and building heights applicable to each individual PMTSA.</p> <p>The general policies also provide direction for future City-initiated PMTSA studies to ensure that all Regional MTSA policy requirements are satisfied as per the RPOP.</p> <p>PMTSAs will enable the implementation of Inclusionary Zoning (IZ) as an affordable housing tool. The policies encourage affordable housing and recognize the use of IZ, however specific IZ policies are being developed separately.</p>
		MOPA 144	<p>5.7.1.2 Lands subject to the policies of this Section are shown on Schedule 2: Intensification Areas, of this Plan.</p> <p>5.7.1.3 All delineated Major Transit Station Areas in this Plan are Protected Major Transit Station Areas.</p> <p>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.</p>	
		MOPA 143	<p>5.7.1.5 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:</p> <ul style="list-style-type: none"> a. an appropriate mix of land uses and amenities that foster vibrant, transit-supportive neighbourhoods; b. development to accommodate growth that respects the 	

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			<p>character and scale of the surrounding community;</p> <p>c. improved access and connectivity to transit stations and stops;</p> <p>d. an interconnected and multi-modal street network that encourages walking, cycling and the use of transit;</p> <p>e. high quality public realm improvements;</p> <p>f. land use compatibility and the separation or mitigation of impacts on sensitive land uses; and</p> <p>g. protection of lands that may be required for future enhancement or expansion of transit infrastructure.</p> <p>5.7.1.6 Inclusionary zoning will apply to specific Protected Major Transit Station Areas to increase housing affordability.</p> <p>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.</p>	
5.7.2 Land Uses	<i>Added</i>	MOPA 144	<p>5.7.2.1 The authorized uses of land are as identified by the land use designations shown on Schedule 11: Protected Major Transit 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:</p>	<p>The Land Use policies are intended to promote transit-supportive development. The policies recognize the existing City Structure framework and the associated Character Area policies. Land use permissions currently in the Official</p>

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			<p>Land Use Designations of this Plan, and applicable Local Area Plans, City Structure and Character Area policies.</p> <p>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.</p> <p>5.7.2.3 Maintaining the non-residential planned function means providing:</p> <ul style="list-style-type: none"> 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. <p>5.7.2.4 Development will contribute towards the creation of transit-supportive communities by:</p> <ul style="list-style-type: none"> 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; 	<p>Plan associated with each designation and Character Area will continue to apply and will be relied upon to direct the future authorized uses of buildings and structures for lands within PMTSAs.</p> <p>The policies require that existing non-residential floor space be retained in order to maintain employment opportunities and promote a balance of uses within PMTSAs. Redevelopment 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. The proposed policy framework promotes complete communities that will continue to meet the needs of existing and new residents and businesses.</p> <p>The policies promote the creation of transit-supportive development, multi-modal connections and a mix of land uses with sufficient services</p>

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			<ul style="list-style-type: none"> 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 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. 	and amenities to serve future growth. Policies that support affordable housing, require land use compatibility and mitigating against natural hazards and flood risk, and protection of the natural heritage system, are also included to achieve complete communities within PMTSAs.
5.7.3 Density	<i>Added</i>	MOPA 144	<p>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 Area.</p> <p>5.7.3.2 New development will be planned for, in conjunction with existing development densities, to achieve the</p>	In order to conform to both the Provincial and Regional MTSA policies and requirements, the City's draft policies include minimum densities, represented in Floor Space Index listed in Table 5-2 of the draft Official Plan Amendment (OPA) as

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			<p>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.</p> <p>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.</p>	<p>shown in Appendix 4 of this report. The minimum required densities in combination with the proposed building heights, will support future development growth for each PMTSA and achieve the Region's required density targets.</p> <p>The proposed minimum densities are intended to be achieved over the long-term, measured cumulatively across the entire PMTSA.</p>
5.7.4 Heights	<i>Added</i>	MOPA 144	<p>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.</p>	<p>The current Mississauga Official Plan includes building height requirements, which allow for appropriate transit-supportive development and growth. Existing building height policies have been amended only where necessary to achieve the individual PMTSA minimum density targets and to reflect approved building height recommendations resulting from local area studies or approved development applications.</p>

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5.7.5 Compatibility	<i>Added</i>	MOPA 143	<p>5.7.5.1 Development will:</p> <ul style="list-style-type: none"> 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. <p>5.7.5.2 Sensitive land uses, including residential uses, proposed outside of and adjacent to or near to Employment Areas, 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:</p> <ul style="list-style-type: none"> a. the use is appropriate in accordance with the policies of this Plan and subject to land use compatibility assessments, which may require a third party peer review to be conducted on behalf of the City at the applicant's expense; b. the recommended mitigation measures will contribute to an appropriate living environment and not pose a financial burden to future residents; and c. the use would not adversely affect the overall viability of employment lands and facilities. 	<p>These policies require development to address land use compatibility concerns and provide mitigation of any impacts resulting from the introduction of sensitive land uses in proximity to employment uses.</p> <p>This is to achieve a balance of residential and non-residential uses and to maintain the long term viability of established employment areas and to achieve complete communities within MTSAs.</p>

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5.7.6 Urban Design	<i>Added</i>	MOPA 143	<p>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.</p> <p>5.7.6.2 Development will:</p> <ul style="list-style-type: none"> a. minimize surface parking; b. ensure that where structured parking is proposed, other uses such as residential and non-residential are incorporated, 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 include 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. 	The proposed urban form policies promote transit-supportive development through reduced surface parking and a high standard of public and private realm streetscape design.
5.7.7 Connectivity	<i>Added</i>	MOPA 143	<p>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.</p>	The policies support expanded access and connectivity to transit stations and facilities with priority given to new pedestrian and cycling connections. The policies promote the expansion of the road network, multi-modal access, and new

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			<p>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.</p> <p>5.7.7.3 Pedestrian and cycling routes will be prioritized and located to ensure safe, seamless, unobstructed and efficient access.</p>	pedestrian connections to create smaller walkable blocks with multiple routes to key destinations.
5.7.8 Community Infrastructure, Parks and Open Spaces	<i>Added</i>	MOPA 143	<p>5.7.8.1 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.</p> <p>5.7.8.2 Unimpeded pedestrian access for residents to a public park or open space will be required within 400 metres of a new development where appropriate. Should public parks or open spaces not exist, development will dedicate land for park purposes at the discretion of the City</p> <p>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.</p> <p>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.</p>	<p>The policies in this section support an expanded parks and open space network to connect a range of existing and new open spaces. These spaces are to serve local and city-wide needs, be centrally located, and provide direct connections to transit facilities and access to existing open-spaces. The exact location, configuration, size and design of future parks will be determined in conjunction with the development of lands.</p>

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5.7.9 Development Servicing	<i>Added</i>	MOPA 143	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.	This policy was added based on comments from the Region of Peel. It is intended to require the availability of transportation and municipal servicing to support development.
5.7.10 Planned Major Transit Station Areas	<i>Added</i>	MOPA 143	<p>Planned Major Transit Station Areas do not have delineated boundaries or minimum density targets.</p> <p>5.7.10.1 Planned Major Transit Station Areas are shown on Schedule 2: Intensification Areas.</p> <p>5.7.10.2 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.</p>	The policies in this section clarify the status of Planned MTSAs identified by the Region of Peel, and shown in Schedule 2 of the Official Plan. The policies recognize that future studies will be required to define the boundaries of these MTSAs and that until such time, the existing Official Plan policies will continue to apply.

Section	Change	OPA No.	Proposed Revisions, Deletions or Additions to MOP	Planning Rationale																																																																																																																																																																																																																																																																																																																																																																																																	
Table 5-2 Protected Major Transit Station Areas	Added	MOPA 144	<div>Table 5-2: Protected Major Transit Station Areas</div> <table><thead><tr><th>Transit Corridor</th><th>Protected Major Transit Station Areas</th><th>Reference Code*</th><th>Minimum Residents and Jobs Combined /Hectare*</th><th>Minimum Floor Space Index (FSI)</th><th>Land Use Schedule</th><th>Building Height Schedule</th></tr></thead><tbody><tr><td>403 Transitway</td><td>Winston Churchill 403</td><td>403-2</td><td>90</td><td>1.00</td><td>11a</td><td>11a</td></tr><tr><td>403 Transitway</td><td>Erin Mills 403</td><td>403-3</td><td>160</td><td>1.00</td><td>11a</td><td>11a</td></tr><tr><td>403 Transitway</td><td>Creditview</td><td>403-4</td><td>50</td><td>1.00</td><td>11b</td><td>11b</td></tr><tr><td>403 Transitway</td><td>Tahoe</td><td>403-10</td><td>160</td><td>1.10</td><td>11c</td><td>11c</td></tr><tr><td>403 Transitway</td><td>Etobicoke Creek</td><td>403-11</td><td>160</td><td>1.40</td><td>11c</td><td>11c</td></tr><tr><td>403 Transitway</td><td>Spectrum</td><td>403-12</td><td>160</td><td>1.00</td><td>11c</td><td>11c</td></tr><tr><td>403 Transitway</td><td>Orbitor</td><td>403-13</td><td>160</td><td>1.00</td><td>11c</td><td>11c</td></tr><tr><td>403 Transitway</td><td>Renforth</td><td>403-14</td><td>160</td><td>1.30</td><td>11c</td><td>11c</td></tr><tr><td>403 Transitway</td><td>Central Parkway</td><td>403-8</td><td>80</td><td>1.00</td><td>11c</td><td>11c</td></tr><tr><td>403 Transitway</td><td>Cawthra 403</td><td>403-7</td><td>50</td><td>1.00</td><td>11c</td><td>11c</td></tr><tr><td>403 Transitway</td><td>Tomken 403</td><td>403-8</td><td>90</td><td>1.00</td><td>11c</td><td>11c</td></tr><tr><td>403 Transitway</td><td>Dixie 403</td><td>403-9</td><td>130</td><td>1.40</td><td>11c</td><td>11c</td></tr><tr><td>407 Bus Rapid Transit</td><td>Britannia 407</td><td>407-1</td><td>160</td><td>1.00</td><td>11d</td><td>11d</td></tr><tr><td>407 Bus Rapid Transit</td><td>Derry 407</td><td>407-2</td><td>160</td><td>1.00</td><td>11d</td><td>11d</td></tr><tr><td>Dundas Street Bus Rapid Transit</td><td>Ridgeway</td><td>DUN-1</td><td>160</td><td>1.20</td><td>11e</td><td>11e</td></tr><tr><td>Dundas Street Bus Rapid Transit</td><td>Winston Churchill</td><td>DUN-2</td><td>160</td><td>1.00</td><td>11e</td><td>11e</td></tr><tr><td>Dundas Street Bus Rapid Transit</td><td>Glen Erin</td><td>DUN-3</td><td>160</td><td>1.00</td><td>11e</td><td>11e</td></tr><tr><td>Dundas Street Bus Rapid Transit</td><td>Erin Mills</td><td>DUN-4</td><td>100</td><td>1.00</td><td>11e</td><td>11e</td></tr><tr><td>Dundas Street Bus Rapid Transit</td><td>UTM</td><td>DUN-5</td><td>50</td><td>1.00</td><td>11e</td><td>11e</td></tr><tr><td>Dundas Street Bus Rapid Transit</td><td>Confederation Parkway</td><td>DUN-10</td><td>160</td><td>1.00</td><td>11f</td><td>11f</td></tr><tr><td>Dundas Street Bus Rapid Transit</td><td>Credit Woodlands</td><td>DUN-6</td><td>100</td><td>1.00</td><td>11f</td><td>11f</td></tr><tr><td>Dundas Street Bus Rapid Transit</td><td>Erindale Station</td><td>DUN-7</td><td>160</td><td>1.00</td><td>11f</td><td>11f</td></tr><tr><td>Dundas Street Bus Rapid Transit</td><td>Wolfeedale</td><td>DUN-8</td><td>160</td><td>1.00</td><td>11f</td><td>11f</td></tr><tr><td>Dundas Street Bus Rapid Transit</td><td>Clayhill</td><td>DUN-9</td><td>100</td><td>1.00</td><td>11f</td><td>11f</td></tr><tr><td>Dundas Street Bus Rapid Transit</td><td>Klein</td><td>DUN-12</td><td>160</td><td>1.00</td><td>11g</td><td>11g</td></tr><tr><td>Dundas Street Bus Rapid Transit</td><td>Grenville</td><td>DUN-13</td><td>160</td><td>1.00</td><td>11g</td><td>11g</td></tr><tr><td>Dundas Street Bus Rapid Transit</td><td>Cawthra</td><td>DUN-14</td><td>160</td><td>1.00</td><td>11g</td><td>11g</td></tr><tr><td>Dundas Street Bus Rapid Transit</td><td>Tomken</td><td>DUN-15</td><td>160</td><td>1.00</td><td>11g</td><td>11g</td></tr><tr><td>Dundas Street Bus Rapid Transit/ Milton GO Rail</td><td>Dixie GO</td><td>DUN-16/ MIL-6</td><td>160</td><td>1.00</td><td>11g</td><td>11g</td></tr><tr><td>Dundas Street Bus Rapid Transit</td><td>Wharton</td><td>DUN-17</td><td>160</td><td>1.00</td><td>11g</td><td>11g</td></tr><tr><td>Hurontario Light Rail Transit</td><td>Britannia</td><td>HLRT-16</td><td>160</td><td>1.00</td><td>11h</td><td>11h</td></tr><tr><td>Hurontario Light Rail Transit</td><td>Courtney Park</td><td>HLRT-17</td><td>160</td><td>1.00</td><td>11h</td><td>11h</td></tr><tr><td>Hurontario Light Rail Transit</td><td>Derry</td><td>HLRT-18</td><td>160</td><td>1.00</td><td>11h</td><td>11h</td></tr><tr><td>Hurontario Light Rail Transit</td><td>Highway 407</td><td>HLRT-19</td><td>160</td><td>1.00</td><td>11h</td><td>11h</td></tr><tr><td>Hurontario Light Rail Transit</td><td>Matheson</td><td>HLRT-15</td><td>160</td><td>1.00</td><td>11h</td><td>11h</td></tr><tr><td>Hurontario Light Rail Transit</td><td>Eglington</td><td>HLRT-13</td><td>300</td><td>1.40</td><td>11i</td><td>11i</td></tr><tr><td>Hurontario Light Rail Transit</td><td>Bristol</td><td>HLRT-14</td><td>160</td><td>1.00</td><td>11i</td><td>11i</td></tr><tr><td>Hurontario Light Rail Transit</td><td>Duke of York</td><td>HLRT-10</td><td>400</td><td>1.80</td><td>11i</td><td>11i</td></tr><tr><td>Hurontario Light Rail Transit</td><td>City Centre</td><td>HLRT-11/ 403-5</td><td>400</td><td>1.80</td><td>11j</td><td>11j</td></tr><tr><td>Hurontario Light Rail Transit</td><td>Robert Speck</td><td>HLRT-12</td><td>400</td><td>1.50</td><td>11i</td><td>11i</td></tr><tr><td>Hurontario Light Rail Transit</td><td>Burnhamthorpe</td><td>HLRT-8</td><td>400</td><td>1.00</td><td>11j</td><td>11j</td></tr><tr><td>Hurontario Light Rail Transit</td><td>Main</td><td>HLRT-9</td><td>400</td><td>1.00</td><td>11i</td><td>11i</td></tr><tr><td>Hurontario Light Rail Transit</td><td>Fairview</td><td>HLRT-7</td><td>300</td><td>1.00</td><td>11k</td><td>11k</td></tr><tr><td>Hurontario Light Rail Transit/ Milton GO Rail</td><td>Cooksville GO</td><td>HLRT-6/ MIL-5</td><td>300</td><td>1.10</td><td>11m</td><td>11i</td></tr><tr><td>Hurontario Light Rail Transit</td><td>Dundas</td><td>HLRT-5</td><td>300</td><td>1.40</td><td>11m</td><td>11i</td></tr><tr><td>Hurontario Light Rail Transit</td><td>Queensway</td><td>HLRT-4</td><td>300</td><td>1.00</td><td>11m</td><td>11i</td></tr><tr><td>Hurontario Light Rail Transit</td><td>North Service</td><td>HLRT-3</td><td>300</td><td>1.00</td><td>11m</td><td>11i</td></tr><tr><td>Hurontario Light Rail Transit</td><td>Mineola</td><td>HLRT-2</td><td>50</td><td>1.00</td><td>11o</td><td>11n</td></tr><tr><td>Hurontario Light Rail Transit/ Lakeshore West GO Rail</td><td>Port Credit</td><td>HLRT-1/ LWGO-1</td><td>200</td><td>1.30</td><td>11o</td><td>11n</td></tr><tr><td>Kitchener GO Rail</td><td>Malton GO</td><td>KIT-1</td><td>100</td><td>1.00</td><td>11p</td><td>11p</td></tr><tr><td>Lakeshore Bus Rapid Transit</td><td>Dixie Lakeshore</td><td>LBRT-1</td><td>160</td><td>1.00</td><td>11q</td><td>11q</td></tr><tr><td>Lakeshore Bus Rapid Transit</td><td>Haig</td><td>LBRT-2</td><td>300</td><td>1.00</td><td>11q</td><td>11q</td></tr><tr><td>Lakeshore Bus Rapid Transit</td><td>Lakefront Promenade</td><td>LBRT-3</td><td>160</td><td>1.00</td><td>11q</td><td>11q</td></tr><tr><td>Lakeshore West GO Rail</td><td>Clarkson GO</td><td>LWGO-2</td><td>160</td><td>1.00</td><td>11r</td><td>11r</td></tr></tbody></table> <div>*Reference Code and Minimum Density Targets as per Region of Peel Official Plan</div>	Transit Corridor	Protected Major Transit Station Areas	Reference Code*	Minimum Residents and Jobs Combined /Hectare*	Minimum 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	403-8	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	Wolfeedale	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	Klein	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/ Milton GO Rail	Dixie GO	DUN-16/ 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	Eglington	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	11i	11i	Hurontario Light Rail Transit	City Centre	HLRT-11/ 403-5	400	1.80	11j	11j	Hurontario Light Rail Transit	Robert Speck	HLRT-12	400	1.50	11i	11i	Hurontario Light Rail Transit	Burnhamthorpe	HLRT-8	400	1.00	11j	11j	Hurontario Light Rail Transit	Main	HLRT-9	400	1.00	11i	11i	Hurontario Light Rail Transit	Fairview	HLRT-7	300	1.00	11k	11k	Hurontario Light Rail Transit/ Milton GO Rail	Cooksville GO	HLRT-6/ MIL-5	300	1.10	11m	11i	Hurontario Light Rail Transit	Dundas	HLRT-5	300	1.40	11m	11i	Hurontario Light Rail Transit	Queensway	HLRT-4	300	1.00	11m	11i	Hurontario Light Rail Transit	North Service	HLRT-3	300	1.00	11m	11i	Hurontario Light Rail Transit	Mineola	HLRT-2	50	1.00	11o	11n	Hurontario Light Rail Transit/ Lakeshore West GO Rail	Port Credit	HLRT-1/ 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	160	1.00	11r	11r	The new Table 5-2: Protected Major Transit Station Areas identifies each classified PMTSA and the relevant applicable parameters including the associated transit corridor, PMTSA name, minimum residents and jobs combined per hectare required by the Region of Peel, and minimum FSI to achieve the Region’s density target. It also includes references to the associated Land Use and Building Height schedules for each PMTSA. The mapping includes the MTSA boundaries as identified in the RPOP.
Transit Corridor	Protected Major Transit Station Areas	Reference Code*	Minimum Residents and Jobs Combined /Hectare*	Minimum Floor Space Index (FSI)	Land Use Schedule	Building Height Schedule																																																																																																																																																																																																																																																																																																																																																																																															
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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	Eglington	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	11i	11i																																																																																																																																																																																																																																																																																																																																																																																															
Hurontario Light Rail Transit	City Centre	HLRT-11/ 403-5	400	1.80	11j	11j																																																																																																																																																																																																																																																																																																																																																																																															
Hurontario Light Rail Transit	Robert Speck	HLRT-12	400	1.50	11i	11i																																																																																																																																																																																																																																																																																																																																																																																															
Hurontario Light Rail Transit	Burnhamthorpe	HLRT-8	400	1.00	11j	11j																																																																																																																																																																																																																																																																																																																																																																																															
Hurontario Light Rail Transit	Main	HLRT-9	400	1.00	11i	11i																																																																																																																																																																																																																																																																																																																																																																																															
Hurontario Light Rail Transit	Fairview	HLRT-7	300	1.00	11k	11k																																																																																																																																																																																																																																																																																																																																																																																															
Hurontario Light Rail Transit/ Milton GO Rail	Cooksville GO	HLRT-6/ MIL-5	300	1.10	11m	11i																																																																																																																																																																																																																																																																																																																																																																																															
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Lakeshore Bus Rapid Transit	Lakefront Promenade	LBRT-3	160	1.00	11q	11q																																																																																																																																																																																																																																																																																																																																																																																															
Lakeshore West GO Rail	Clarkson GO	LWGO-2	160	1.00	11r	11r																																																																																																																																																																																																																																																																																																																																																																																															
8.3.2 Transit Design	Deleted	MOPA 143	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	This policy is removed as it will be included in the new Section 5.7 Major Transit Station Areas.																																																																																																																																																																																																																																																																																																																																																																																																	

Section	Change	OPA No.	Proposed Revisions, Deletions or Additions to MOP	Planning Rationale
			pedestrian, bicycle parking and commuter pick-up/drop-off areas.	
8.6 Mobility Hubs	<i>Amended</i>	MOPA 143	<p>Mobility hubs have employment, housing, shopping and recreational uses and are connected by a variety of modes of transportation such as walking, cycling, and regional and local transit.</p> <p>8.6.4 Access to mobility hubs 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.</p>	References to MTSAAs in these policies are removed due to repetitiveness as they are addressed in the new Major Transit Station Area Section 5.7.
9.2.1 Intensification Areas	<i>Deleted</i>	MOPA 144	9.2.1.8 The preferred location of <i>tall buildings</i> will be in proximity to existing and planned <i>Major Transit Station Areas</i> .	This policy is removed as it is related to building heights within PMTSAAs which is addressed in the new Section 5.7 Major Transit Station Areas.
10.1 Introduction	<i>Amended</i>	MOPA 143	10.1.8 <i>Transit-supportive</i> development with compact built form and minimal surface parking will be encouraged in Corporate Centres and <i>Corridors</i> .	Reference to Major Transit Station Areas is removed, as surface parking is addressed in the new Section 5.7 Major Transit Station Areas.
15.1.1 General	<i>Amended</i>	MOPA 143	15.1.1.2 Lands on a <i>Corridor</i> outside a <i>Protected Major Transit Station Area</i> , will be subject to the two storey	This policy is no longer applicable to PMTSAAs as the new Section 5.7 Major Transit Station Areas specifies

Section	Change	OPA No.	Proposed Revisions, Deletions or Additions to MOP	Planning Rationale
			height minimum. Local area plans or planning studies may establish maximum height requirements.	required building heights. The wording has been revised to clarify that this will only apply to lands outside PMTSAs.
15.3.1 Urban Design Policies	<i>Amended</i>	MOPA 143	15.3.1.2.b encourage a high standard of public and private realm streetscape design that is coordinated and comprehensive, 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;	This policy has been modified to remove reference to MTSAs as all areas within the Gateway Corporate Centre are located within delineated PMTSAs. Therefore a reference to MTSAs is repetitive.
15.3.1 Urban Design Policies	<i>Amended</i>	MOPA 143	15.3.1.2r create a sense of prominence at 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;	This policy has been modified to remove reference to MTSAs to reduce repetitiveness and to simplify the wording.
15.3.2 Land Use	<i>Deleted</i>	MOPA 144	15.3.2.4.b at Major Transit Station Areas , buildings will be a minimum of three storeys but will be encouraged to be higher;	This policy is removed as it is no longer necessary. Building heights within PMTSAs, are addressed in the new Section 5.7 Major Transit Station Areas.
15.3.2 Land Use	<i>Amended</i>	MOPA 143	15.3.2.4.c accessory retail commercial uses incorporating transparent windows will be encouraged at grade for buildings directly fronting Hurontario Street; and	This policy has been modified to remove reference to MTSAs, as lands affected by this requirement

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				are all within MTSA's. The modification will simplify the wording.
15.3.2 Land Use	<i>Amended</i>	MOPA 143	15.3.2.4.d in order to achieve a continuous street wall, new development will have a minimum 80 percent of any lot frontage along Hurontario Street 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.	This policy has been modified to remove reference to MTSA's, as lands affected by this requirement are all within MTSA's. The modification will reduce repetitiveness and to simplify the wording.
17.1.1 General	<i>Amended</i>	MOPA 143	17.1.1.1 Lands on a Corridor will not be subject to the two storey height minimum. Character Area policies may establish height requirements.	Reference to MTSA's and Intensification Corridors, which are entirely located within MTSA's, are removed. Building heights within MTSA's are addressed in the new Section 5.7 Major Transit Station Areas.
17.1.5 Offices	<i>Amended</i>	MOPA 143	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 .	Reference to MTSA's is modified to PMTSA's to be consistent with the proposed policies and wording in the new Section 5.7 Major Transit Station Areas.

Section	Change	OPA No.	Proposed Revisions, Deletions or Additions to MOP	Planning Rationale
20 Glossary	<i>Amended</i>	MOPA 143	MAJOR TRANSIT STATION AREA means the area including and around any existing or planned <i>higher order transit</i> station or stop and generally defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk. All delineated Major Transit Station Areas are <i>Protected Major Transit Station Areas</i> in this Plan and subject to Regional approval.	The current Major Transit Station Area definition in the Official Plan glossary has been modified to align with the Growth Plan.

Section	Change	OPA No.	Proposed Revisions, Deletions or Additions to MOP	Planning Rationale
	Added	MOPA 143	<p>PROTECTED MAJOR TRANSIT STATION AREA</p> <p>means a <i>Major Transit Station Area</i>, 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 <i>Major Transit Station Areas</i> are Protected Major Transit Station Area in this Plan.</p> <p>TRANSIT-SUPPORTIVE</p> <p>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.</p>	Definitions for Protected Major Transit Station Areas and Transit-Supportive have been added to provide clarity and easy reference.