

Amendment No. #

to

Mississauga Official Plan

DRAFT

By-law No. _____

A by-law to Adopt Mississauga Official Plan Amendment No. #

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel ("Region" or "Regional"), an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. #, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding policy changes/mapping modifications within the Character Area/Local Area Plan/City of Mississauga (General Amendment); pull from Purpose of Amendment, but don't repeat.;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The document attached hereto, constituting Amendment No. # to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this _____ day of _____, 2020.

Signed _____
MAYOR

Signed _____
CLERK

Amendment No. #
to
Mississauga Official Plan

The following text and Map "A" attached constitute Amendment No. #.

Also attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated Date, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to revise policies pertaining to the Central Erin Mills Major Node and Community Nodes that include an indoor shopping mall; to add definitions for 'complete street', 'green infrastructure', 'mid-rise building', 'podium' and 'tactical urbanism'; and to add a policy to recognize existing legal uses and structures as a permitted use in all land use designations.

LOCATION

The lands affected by this Amendment are located city-wide (for general policy changes regarding definitions and land use designations); the Central Erin Mills Community Node Character Area; and the Malton, Meadowvale, Rathwood-Applewood, Sheridan and South Common Community Node Character Areas, as identified in Mississauga Official Plan.

BASIS

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Local Planning Appeal Tribunal.

The amendments to the general policies are required to define terms used in the proposed policies and to recognize existing legally established structures and uses that would not conform to the proposed policies.

The amendments to the Central Erin Mills Community Node Character Area and the Malton, Meadowvale, Rathwood-Applewood, Sheridan and South Common Community Node Character Areas are to provide policies to guide the redevelopment and intensification of these areas into mixed use communities that provide the retail and service commercial uses and community facilities required for a complete community and support multi-modal transportation.

The proposed Amendment is acceptable from a planning standpoint and should be approved to ensure that clear and concise policies are in the Plan to guide future development.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. **Section 1.1.4, How to Read Mississauga Official Plan, Introduction, of Mississauga Plan, is hereby amended by adding the following to Policy 1.1.4.oo:**
 - Complete Streets

2. **Section 11.2.1.1, Uses Permitted in all Designations, General Land Uses, of Mississauga Plan, is hereby amended by adding the following:**
 - I. uses and structures legally existing prior to the approval of this Plan

3. **Section 13.2, Central Erin Mills, Major Nodes, of Mississauga Official Plan, is hereby amended by deleting Map 13-2: Central Erin Mills Major Node Character Area and replacing it with the following:**

Map with FSI Ranges removed

4. **Section 13.2, Central Erin Mills, Major Nodes, of Mississauga Official Plan, is hereby amended by adding the following before section 13.2.1, Special Site Policies and renumbering the policies thereafter:**

13.2.1 Introduction

The Central Erin Mills Major Node has a concentration of retail and service commercial uses and community facilities that serve the existing and planned uses within the node and the broader regional community. Prominent within the node is The Erin Mills Town Centre, Credit Valley Hospital, Erin Meadows Community Centre and Library and St. Aloysius Gonzaga Secondary School.

Erin Mills Town Centre is a two storey indoor mall surrounded by large surface parking lots and vacant parcels of land. Other types of retail and service commercial uses located in the Node include single storey and large format stores and strip plazas. It is anticipated that the Erin Mills Town Centre will remain as the retail anchor of the Node. However, the surface parking areas serving the mall, vacant lands and the single storey retail uses have development and intensification potential.

13.2.2 Vision

The vision for the Node is that it will evolve into a healthy sustainable complete community with:

- its role as the centre of community life for persons of all abilities, incomes and ages preserved and enhanced through the provision of amenities, facilities, social spaces and an attractive public realm
- its planned function as a focal point for retail and service commercial uses and community facilities retained
- the provision of a mixture of residential built forms and tenures suitable to a variety of income levels and household types including affordable housing
- active transportation modes that are prioritized within the Node and connect to the surrounding residential neighbourhoods and public transit that connects to the surrounding regional community
- densities and a mix of uses that allow people to meet many of their needs locally and within walking distance
- an attractive and well-connected built environment that promotes physically active lifestyles
- environmentally resilient development that includes the use of *stormwater best management practices* and *green infrastructure*.

13.2.3 General

- 13.2.3.1 Community infrastructure within the Node should be retained and, where appropriate, enhanced to meet the needs of the existing and planned residential population of the Node and surrounding neighbourhoods.
- 13.2.3.2 Public and private elements, including cultural uses, public art and the design of buildings and spaces should be unified and create a sense of place that is accessible, age friendly, comfortable and welcoming at all times of the year and contributes to the identity of the Node.
- 13.2.3.3 Public and private spaces should form a connected system that is green, safe and attractive and supports a range of social and recreation activities.
- 13.2.3.4 Parkland should be designed and located to create a central focus for the Node. Parkland may also provide gathering spaces and linear connections throughout the Node, to existing open spaces, commercial developments, community

facilities and to surrounding neighbourhoods.

- 13.2.3.5 Playgrounds should be provided within an unobstructed 400 m walking distance from residential areas within the Node.
- 13.2.3.6 Privately owned publicly accessible space that enhances and connects the public open space system is encouraged.
- 13.2.3.7 ***Tactical urbanism*** is encouraged to enliven the Node on a temporary basis or to test ideas for long term changes.

13.2.4 Height and Density

- 13.2.4.1 A minimum building height of three storeys and a maximum building height of 25 storeys will apply.
- 13.2.4.2 A maximum FSI of 2.75 to be calculated across the entire area of each Node, excluding public and private roads , will apply.
- 13.2.4.3 Individual properties will not exceed an FSI of 2.75 unless it can be demonstrated to the satisfaction of the City that the FSI for the entire Node will not be exceeded and the development potential of other lands within the Node has been considered.
- 13.2.4.4 A gross density of between 200 and 300 residents and jobs combined per hectare measured across the Node will be achieved.
- 13.2.4.5 A combination of residential and employment uses are encouraged but no prescribed population to employment ratio will apply.

13.2.5 Urban Form

- 13.2.5.1 Development will provide for a range of building types and heights, including ***mid-rise buildings*** to create diversity of urban form and housing choice.
- 13.2.5.2 Buildings will be designed and located to
 - a. frame and animate streets and public spaces
 - b. create a coherent built environment
 - c. provide setbacks along internal roads that provide a consistent building edge and relate to the scale of buildings and width of roads
 - d. provide reduced building setbacks on internal roads with grade related retail and service commercial uses
 - e. provide significant and consistent setbacks along collector and arterial streets to promote landscape boulevards that enhance the pedestrian experience

- f. create a street-wall along collector and arterial streets with appropriate openings for street-facing courtyards that provide usable landscape areas for residents and pedestrians

13.2.5.3 **Tall buildings** should have **podiums** and be located along arterial or collector roads or near transit stations.

13.2.5.4 In order to maximize natural light, sky views and privacy, the following will be required:

- a. Appropriate transitions between buildings, to open spaces and to adjacent neighbourhoods; and
- b. Generous separation distances between **tall buildings** to prevent clustering.

13.2.6 Residential

13.2.6.1 Residential development permitted by any land use designation will include affordable housing and meet the needs of a diverse population. Development will include:

- a. a minimum 20 percent of housing units that are affordable. These units are to be comprised of a mix of affordable rental and ownership housing. Approximately half of these affordable housing units (i.e. about 10 percent of all units) will be targeted for a range of middle income households. The balance of affordable units (i.e. about 10 percent of all units) will be targeted for low income households, subject to securing access to funding. Collaboration with the Region of Peel as Service Manager for subsidized housing may also be required. For the purposes of this section:
 - middle income is defined as Mississauga households with annual earnings between the lowest 40 to 60 percent of income distribution
 - low income is defined as Mississauga households with annual earnings in the lowest 40 percent of income distribution
 - affordable ownership housing means housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income
 - affordable rental housing means a unit for which the rent does not exceed 30 percent of gross annual household income
- b. built forms, unit types and sizes that will accommodate people at all stages of life and ability, particularly older

adults, families and those with special needs.

- 13.2.6.2 Reduced parking requirements will be considered for the affordable housing units described in Section 13.2.6.1 as an incentive to encourage their development.

13.2.7 Mixed Use

- 13.2.7.1 Lands designated Mixed Use will provide a variety of retail and service commercial uses that meet the needs of everyday living for people residing and working within the Node and in the surrounding neighbourhoods.
- 13.2.7.2 Retail and service commercial uses will be located to animate streets and public spaces.
- 13.2.7.3 Retail and service commercial uses are required on the ground floor of buildings on lands designated Mixed Use.
- 13.2.7.4 Official plan amendments for the redesignation of lands designated Mixed Use may be considered provided the planned function of the non-residential uses is maintained.
- 13.2.7.5 Redevelopment that results in a loss of retail and service commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained during and after redevelopment.
- 13.2.7.6 For the purposes of the policies in this section, maintenance of the non-residential planned function of the Mixed Use designation means:
- a. the role of the Major Node in the City Structure hierarchy is maintained
 - b. community facilities and gathering space functions are maintained
 - c. a significant concentration of convenient, easily accessible retail and service commercial uses that meet the needs of the local population is maintained
 - d. a grocery store use is maintained

13.2.8 Office

- 13.2.8.1 Redevelopment that results in the loss of office space will be discouraged.
- 13.2.8.2 Office development may be considered for exclusion in the calculation of maximum FSI requirements without an amendment to this Plan.

13.2.9 Environment

13.2.9.1 To achieve a sustainable community and reduce reliance on fossil fuels, development will be designed to include sustainable measures such as:

- a. Designing and orienting buildings to be “solar ready” and to take advantage of passive heating and cooling
- b. Connecting to district energy systems, where available
- c. Using **renewable energy** sources such as solar or geothermal energy
- d. Managing stormwater run-off through innovative methods including **stormwater best management practices** and **green infrastructure**
- e. Installing green roofs or white roofs

13.2.10 Transportation

13.2.10.1 A road system with numerous intersections will be required to provide connectivity and encourage walking and cycling as the predominate modes of transportation within the Node.

13.2.10.2 Block sizes will be a maximum of 80 by 180 metres or an equivalent perimeter. Roads surrounding blocks will be public and meet City right-of-way and design standards.

13.2.10.3 A limited number of private roads may be permitted instead of a public road to facilitate underground services such as deliveries and parking, subject to the following:

- a. public easements will be required;
- b. required right-of-way widths will be provided; and
- c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.

13.2.10.4 New roads will connect and align with existing roads in surrounding neighbourhoods.

13.2.10.5 New roads will be designed as **complete streets**. Existing arterial and collector roads dissecting and surrounding the Node will be redesigned as **complete streets**, as appropriate.

13.2.10.6 Landscaping, street furniture and building setbacks will be used to animate roads and create a positive pedestrian, cycling and transit-oriented experience.

13.2.10.7 Vehicular access from roads will be coordinated and consolidated in order to minimize driveways and disruption

to pedestrians, cyclists and transit.

- 13.2.10.8 Pedestrian and cycling connections to transit facilities will be prioritized.
- 13.2.10.9 Transit services will be enhanced as ridership demands increases. Transit stations and facilities will be incorporated into redevelopment plans and designed to ensure safety, comfort and visibility.
- 13.2.10.10 Bicycle parking will be required and should be located throughout the Node and at transit facilities.
- 13.2.10.11 On-street parking will be provided as appropriate and integrated into the *streetscape* design, balancing the needs of all modes of transportation and the public realm that share the right-of-way.
- 13.2.10.12 Surface parking areas will be replaced by structured parking. Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off point delivery services.
- 13.2.10.13 Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate.
- 13.2.10.14 Underground parking structures are preferred, however, where above grade parking structures are permitted they will be screened in such a manner that vehicles are not visible from public view and have appropriate direction signage to the structure. Along prominent streets, parking structures should be screened by liner buildings that incorporate a mix of uses between the parking structure and the street.

13.2.11 Implementation

- 13.2.11.1 The need for a development master plan will be determined through a pre-application meeting and in consultation with staff prior to application submission. Matters to be addressed by the development master plan may, among other matters, include the following:
 - a. Delineation of development blocks
 - b. Road alignment and characteristics
 - c. Distribution of density
 - d. Building heights and massing

- e. Land uses and estimated number of people and jobs
 - f. Phasing plans
 - g. Relationship to surrounding areas
 - h. Servicing requirements
 - i. A public realm plan, including parkland
 - j. Vehicular and active transportation circulation plan
 - k. Vehicular and bicycle parking
 - l. Animation at grade, particularly for retail focus areas and in proximity to transit services and along major roads
 - m. Environmentally sustainable measures
 - n. Existing and proposed transit infrastructure
- 13.2.11.2 The City will work with development proponents to integrate public and private investments to achieve the objectives of this Plan including the provision of a focal point for the residents and employees within the Node and surrounding neighbourhoods and housing choices for people of various income levels and household types.**
- 13.2.11.3 The City may require a retail and service needs assessment study when development applications propose a reduction of existing commercial space. The study will address how the planned function of the Node as the focal point for retail and service commercial uses and community facilities for existing and planned residents of the Node and surrounding neighbourhoods is retained.**
- 13.2.11.4 Where the redevelopment of retail and service commercial uses is proposed, phasing of development may be required to ensure that the planned function of the Node is maintained during redevelopment.**
- 13.2.11.5 When a public road is required or a private road is permitted instead of a required public road, development will occur by way of plan of subdivision to secure the location and size of development blocks and the alignment of roads.**
- 13.2.11.6 Applicants are encouraged to prepare development master plans jointly with other landowners in the Node. Where joint plans are not prepared, City staff may consult with other landowners in the Node.**
- 13.2.11.7 Applications proposing densities above a FSI of 2.75 will be required to demonstrate how the maximum density will not be exceeded across the Node and applicants may be required to enter into a development agreement and include lower density lands in the development proposal.**

- 5. Section 14.1, Introduction, Community Nodes, of Mississauga Official Plan, is hereby amended by adding the following before section 14.1.2, Residential and renumbering the policies thereafter:**

14.1.1 Mall-based Community Nodes

The Malton, Meadowvale, Rathwood-Applewood, Sheridan and South Common Community Nodes were all created around an indoor shopping mall and have a concentration of retail and service commercial uses and community facilities. Community Nodes are expected to evolve and change as they intensify, however, their planned function as the focal point of commercial and community uses serving the existing and planned residential and employment community within the nodes and surrounding residential neighbourhoods, is to remain.

Many of the indoor shopping malls have undergone significant changes since they were initially built both in terms of the mix of tenants and uses and their physical size and layout. Common to all the shopping malls are large areas of surfacing parking and a variety of single storey small and large format retail stores that have developed surrounding the malls. It is anticipated that change will continue to occur, and although over time some indoor malls may be entirely removed, it is anticipated that elements of the indoor malls will be retained for the foreseeable future. However, the redevelopment and intensification potential of surface parking areas and single storey retail uses is expected to occur within the timeframe of this Plan.

14.1.2.1 Vision

The vision for the mall-based Community Nodes is that they will evolve into healthy sustainable complete communities with:

- their role as the centre of community life for persons of all abilities, incomes and ages preserved and enhanced through the provision of amenities, facilities, social spaces and an attractive public realm
- their planned function as a focal point for retail and service commercial uses and community facilities retained
- the provision of a mixture of residential built forms and tenures suitable to a variety of income levels and household types including affordable housing
- active transportation modes that are prioritized within the nodes and connect to the surrounding residential neighbourhoods and public transit that connects to the surrounding regional communities

- densities and a mix of uses that allow people to meet many of their needs locally and within walking distance
- attractive and well-connected built environments that promote physically active lifestyles
- environmentally resilient development that includes the use of *stormwater best management practices* and *green infrastructure*.

14.1.2.2 General

- 14.1.2.2.1 Community infrastructure within the nodes should be retained and, where appropriate, enhanced to meet the needs of the existing and planned residential population of the nodes and surrounding neighbourhoods.
- 14.1.2.2.2 Public and private elements, including cultural uses, public art and the design of buildings and spaces should be unified and create a sense of place that is accessible, age friendly, comfortable and welcoming at all times of the year and contributes to a unique identity for each node.
- 14.1.2.2.3 Public and private spaces should form a connected system that is green, safe and attractive and supports a range of social and recreation activities.
- 14.1.2.2.4 Parkland should be designed and located to create a central focus for the node. Parkland may also provide gathering spaces and linear connections throughout the node, to existing open spaces, commercial developments, community facilities and to surrounding neighbourhoods.
- 14.1.2.2.5 A minimum of one playground should be provided in a central location within the node.
- 14.1.2.2.6 Privately owned publicly accessible space that enhances and connects the public open space system is encouraged.
- 14.1.2.2.7 *Tactical urbanism* is encouraged to enliven nodes on a temporary basis or to test ideas for long term changes.
- #### 14.1.2.3 Height and Density
- 14.1.2.3.1 A minimum building height of three storeys and a maximum building height of 15 storeys will apply.
- 14.1.2.3.2 A maximum FSI of 2.25 to be calculated across the entire area of each node, excluding public and private roads, will apply.
- 14.1.2.3.3 Individual properties will not exceed an FSI of 2.25 unless it can be demonstrated to the satisfaction of the City that the FSI for the entire node will not be exceeded and the development potential of other lands within the node has

been considered.

14.1.2.3.4 A gross density of between 150 and 250 residents and jobs combined per hectare measured across the node will be achieved.

14.1.2.3.5 A combination of residential and employment uses are encouraged but no prescribed population to employment ratio will apply.

14.1.2.4 Urban Form

14.1.2.4.1 Development will provide for a range of building types and heights, including *mid-rise buildings* to create diversity of urban form and housing choice.

14.1.2.4.2 Buildings will be designed and located to

- a. frame and animate streets and public spaces
- b. create a coherent built environment
- c. provide setbacks along internal roads that provide a consistent building edge and relate to the scale of buildings and width of roads
- d. provide reduced building setbacks on internal roads with grade related retail and service commercial uses
- e. provide significant and consistent setbacks along collector and arterial streets to promote landscape boulevards that enhance the pedestrian experience
- f. create a street-wall along collector and arterial streets with appropriate openings for street-facing courtyards that provide usable landscape areas for residents and pedestrians

14.1.2.4.3 *Tall buildings* should have *podiums* and be located along arterial or collector roads or near transit stations.

14.1.2.4.4 In order to maximize natural light, sky views and privacy, the following will be required:

- a. Appropriate transitions between buildings, to open spaces and to adjacent neighbourhoods;
- b. Generous separation distances between *tall buildings* to prevent clustering.

14.1.2.5 Residential

14.1.2.5.1 Residential development permitted by any land use designation will include affordable housing and meet the needs of a diverse population. Development will include:

- a. a minimum 20 percent of housing units that are affordable. These units are to be comprised of a mix of affordable rental and ownership housing. Approximately half of these affordable housing units (i.e. about 10 percent of all units) will be targeted for a range of middle income households. The balance of affordable units (i.e. about 10 percent of all units) will be targeted for low income households, subject to securing access to funding. Collaboration with the Region of Peel as Service Manager for subsidized housing may also be required. For the purposes of this section:
- middle income is defined as Mississauga households with annual earnings between the lowest 40 to 60 percent of income distribution
 - low income is defined as Mississauga households with annual earnings in the lowest 40 percent of income distribution
 - affordable ownership housing means housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income
 - affordable rental housing means a unit for which the rent does not exceed 30 percent of gross annual household income
- b. built forms, unit types and sizes that will accommodate people at all stages of life and ability, particularly older adults, families and those with special needs.
- 14.1.2.5.2. Reduced parking requirements will be considered for the affordable housing units described in Section 14.1.2.5.1 as an incentive to encourage their development.
- 14.1.2.6 Mixed Use
- 14.1.2.6.1 Lands designated Mixed Use will provide a variety of retail and service commercial uses that meet the needs of everyday living for people residing and working within each node and those living in surrounding neighbourhoods.
- 14.1.2.6.2 Retail and service commercial uses will be located to animate streets and public spaces.
- 14.1.2.6.3 Retail and service commercial uses are required on the ground floor of buildings on lands designated Mixed Use.
- 14.1.2.6.4 Official plan amendments for the redesignation of lands designated Mixed Use may be considered provided the planned function of the non-residential uses is maintained.

- 14.1.2.6.5 Redevelopment that results in a loss of retail and service commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained during and after redevelopment.
- 14.1.2.6.6 For the purposes of the policies in this section, maintenance of the non-residential planned function of the Mixed Use designation means:
- a. the role of the Community Node in the City Structure hierarchy is maintained
 - b. community facilities and gathering space functions are maintained
 - c. a significant concentration of convenient, easily accessible retail and service commercial uses that meet the needs of the local population is maintained
 - d. a grocery store use is maintained
- 14.1.2.7 Office
- 14.1.2.7.1 Redevelopment that results in the loss of office space will be discouraged.
- 14.1.2.7.2 Office development may be considered for exclusion in the calculation of maximum FSI requirements without an amendment to this Plan.
- 14.1.2.8 Environment
- 14.1.2.8.1 To achieve a sustainable community and reduce reliance on fossil fuels, development will be designed to include sustainable measures such as:
- a. Designing and orienting buildings to be “solar ready” and to take advantage of passive heating and cooling
 - b. Connecting to district energy systems, where available
 - c. Using *renewable energy* sources such as solar or geothermal energy
 - d. Managing stormwater run-off through innovative methods including *stormwater best management practices* and *green infrastructure*
 - e. Installing green roofs or white roofs
- 14.1.2.9 Transportation
- 14.1.2.9.1 A road system with numerous intersections will be required

to provide connectivity and encourage walking and cycling as the predominate modes of transportation within the nodes.

- 14.1.2.9.2 Block sizes will be a maximum of 80 by 180 metres or an equivalent perimeter. Roads surrounding blocks will be public and meet City right-of-way and design standards.
- 14.1.2.9.3 A limited number of private roads may be permitted instead of a public road to facilitate underground services such as deliveries and parking, subject to the following:
 - a. public easements will be required;
 - b. required right-of-way widths will be provided; and
 - c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.
- 14.1.2.9.4 New roads will connect and align with existing roads in surrounding neighbourhoods.
- 14.1.2.9.5 New roads will be designed as ***complete streets***. Existing arterial and collector roads dissecting and surrounding the node will be redesigned as ***complete streets***, as appropriate.
- 14.1.2.9.6 Landscaping, street furniture and building setbacks will be used to animate roads and create a positive pedestrian, cycling and transit-oriented experience.
- 14.1.2.9.7 Vehicular access from roads will be coordinated and consolidated in order to minimize driveways and disruption to pedestrians, cyclists and transit.
- 14.1.2.9.8 Pedestrian and cycling connections to transit facilities will be prioritized.
- 14.1.2.9.9 Transit services will be enhanced as ridership demand increases. Transit stations and facilities will be located and designed to ensure safety, comfort and visibility.
- 14.1.2.9.10 Bicycle parking will be required and should be located throughout the nodes and at transit facilities.
- 14.1.2.9.11 On-street parking will be provided as appropriate and integrated into the ***streetscape*** design, balancing the needs of all modes of transportation and the public realm that share the right-ofway.
- 14.1.2.9.12 Surface parking areas will be replaced by structured parking. Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off point delivery

services.

- 14.1.2.9.13** Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate.
- 14.1.2.9.14** Underground parking structures are preferred, however, where above grade parking structures are permitted they will be screened in such a manner that vehicles are not visible from public view and have appropriate direction signage to the structure. Along prominent streets, parking structures should be screened by liner buildings that incorporate a mix of uses between the parking structure and the street.
- 14.1.2.10** Implementation
- 14.1.2.10.1** The need for a development master plan will be determined through a pre-application meeting and in consultation with staff prior to application submission. Matters to be addressed by the development master plan may, among other matters, include the following:
- a. Delineation of development blocks
 - b. Road alignment and characteristics
 - c. Distribution of density
 - d. Building heights and massing
 - e. Land uses and estimated number of people and jobs
 - f. Phasing plans
 - g. Relationship to surrounding areas
 - h. Servicing requirements
 - i. A public realm plan, including parkland
 - j. Vehicular and active transportation circulation plan
 - k. Vehicular and bicycle parking
 - l. Animation at grade, particularly for retail focus areas and in proximity to transit services and along major roads
 - m. Environmentally sustainable measures
 - n. Existing and proposed transit infrastructure
- 14.1.2.10.2** The City will work with development proponents to integrate public and private investments to achieve the objectives of this Plan including the provision of a focal point for the residents and employees within each node and

surrounding neighbourhoods and housing choices for people of various income levels and household types.

- 14.1.2.10.3 The City may require a retail and service needs assessment study when development applications propose a reduction of existing commercial space. The study will address how the planned function of the node as the focal point for retail and service commercial uses and community facilities for existing and planned residents of the node and surrounding neighbourhoods is retained.
 - 14.1.2.10.4 Where the redevelopment of retail and service commercial uses is proposed, phasing of development may be required to ensure that the planned function of the node is maintained during redevelopment.
 - 14.1.2.10.5 When a public road is required or a private road is permitted instead of a required public road, development will occur by way of plan of subdivision to secure the location and size of development blocks and the alignment of roads.
 - 14.1.2.10.6 Applicants are encouraged to prepare development master plans jointly with other landowners in the node. Where joint plans are not prepared, City staff may consult with other landowners in the node. .
 - 14.1.2.10.7 Applications proposing densities above a FSI of 2.25 will be required to demonstrate how the maximum density will not be exceeded across the node and applicants may be required to enter into a development agreement and include lower density lands in the development proposal.
6. **Section 14.4, Malton, Community Nodes, of Mississauga Official Plan, is hereby amended by deleting Map 14-4: Malton Community Node Character Area and replacing it with the following:**
 - Map with FSI Ranges and Special Site number removed**
 7. **Section 14.4, Malton, Community Nodes, of Mississauga Official Plan, is hereby amended by deleting Policy 14.4.1, Urban Design Policies.**
 8. **Section 14.4, Malton, Community Nodes, of Mississauga Official Plan, is hereby amended by deleting Policies 14.4.2, Special Site Policies and 14.4.2.1, Site 1.**
 9. **Section 14.5, Meadowvale, Community Nodes, of Mississauga Official Plan, is hereby amended by deleting Map 14-5:**

Meadowvale Community Node Character Area and replacing it with the following:

Map with FSI Ranges and Special Site number removed

10. **Section 14.5, Meadowvale, Community Nodes, of Mississauga Official Plan, is hereby amended by deleting Policy 14.5.1, Land Use.**
11. **Section 14.5, Meadowvale, Community Nodes, of Mississauga Official Plan, is hereby amended by deleting Policies 14.5.2, Special Site Policies and 14.5.2.1. Site 1.**
12. **Section 14.7, Rathwood-Applewood, Community Nodes, of Mississauga Official Plan, is hereby amended by deleting Map 14-7: Rathwood-Applewood Community Node Character Area and replacing it with the following:**

Map with FSI Ranges removed
13. **Section 14.7, Rathwood-Applewood, Community Nodes of Mississauga Official Plan, is hereby amended by deleting Policy 14.7.1, Land Use.**
14. **Section 14.7, Rathwood-Applewood, Community Nodes of Mississauga Official Plan, is hereby amended by deleting 14.7.2.1. Site 1 and 14.7.2.2 Site 2**
15. **Section 14.7, Rathwood-Applewood, Community Nodes of Mississauga Official Plan, is hereby amended by renumbering Policy 14.7.2, Special Site Policies, 14.7.2.3 Site 3 to “14.7.2.1 Site 1”.**
16. **Section 14.8, Sheridan, Community Nodes of Mississauga Official Plan, is hereby amended by deleting Map 14-8: Sheridan Community Node Character Area and replacing it with the following:**

Map with FSI Ranges and numbers removed
17. **Section 14.8, Sheridan, Community Nodes of Mississauga Official Plan, is hereby amended by deleting Policy 14.8.1, Land Use.**
18. **Section 14.8, Sheridan, Community Nodes of Mississauga Official Plan, is hereby amended by deleting Policies 14.8.2, Special Site Policies and 14.8.2.1. Site 1.**

19. Section 14.9, South Common, Community Nodes , of Mississauga Official Plan, is hereby amended by deleting Map 14-9: South Common Community Node Character Area and replacing it with the following:

Map with FSI Ranges removed

20. Section 20, Glossary, of Mississauga Official Plan, is hereby amended by adding the following:

Mid-rise Building means a building having a height that is greater than four storeys and less than the width of the street on which it fronts but not greater than 12 storeys. Character Area policies may specify alternative maximum building heights for *mid-rise buildings*. A *mid-rise building* cannot be structurally connected to a *tall building*.

Podium means the base of a building that is distinguished from the taller portion of the building by being set forward or articulated architecturally.

Tactical Urbanism is the use of low-cost and temporary changes to the built environment that add to the vitality and activity of the community or to test ideas that may result in long term change.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated. (Note: must reference latest online version date)

INTERPRETATION

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan.

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Map "A"

APPENDIX I
PUBLIC MEETING

All property owners and residents within the City of Mississauga were invited to attend a Public Meeting of the Planning and Development Committee held on Date in connection with this proposed Amendment.

Note: A sentence or paragraph needs to be added regarding the result of the Public Meeting

Appendix II

A by-law to Adopt Mississauga Official Plan Amendment No. #

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel, ("Region" or "Regional") an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. #, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding policy changes/mapping modifications within the Character Area/Local Area Plan/City of Mississauga (General Amendment); pull from Purpose of Amendment, but don't repeat.;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The document attached hereto, constituting Amendment No. # to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this _____ day of _____, 2019.

MAYOR

CLERK