

**Appendix 6 – Planning Rationale for Proposed Amendments to Mississauga Official Plan (MOP), Chapter 13  
Major Nodes, 13.4 Uptown**

Section	Change	Proposed Changes to MOP	Planning Rationale
<b>13.4.1 Introduction</b>	<i>Added</i>	<p>13.4.1 Uptown will evolve to be a connected community that supports walking, cycling, transit and vehicular options for people of all ages to get around.</p> <p>Uptown will support a vibrant public and private realm with a mix of offices, retail uses and a range of employment opportunities, along with medium to high density residential development.</p> <p>Uptown will incorporate a high quality and well-designed network of parkland, and new development will consider environmental sustainability.</p> <p>Uptown will also evolve with the support of innovative partnerships, where they will benefit the community.</p>	The “Introduction” reinforces the importance of the Uptown Major Node Character Area (Uptown) as a focal point for the creation of a mixed use and complete community, where people have a range of transportation and employment options and access to public spaces and parkland. The policies also support innovative partnerships, and encourage people and organizations to work together strengthen the community.
<b>13.4.2 Housing</b>	<i>Added</i>	<p>13.4.2.1 Uptown is encouraged to develop with a range of housing choices in terms of unit type, unit size, tenure, and price, to accommodate changes in community needs over time.</p> <p>13.4.2.2 Mississauga will encourage the provision of affordable housing, and in particular, affordable rental housing and apartments with two or more bedrooms.</p> <p>13.4.2.3 Mississauga will encourage partnerships and collaborations to support the creation of affordable housing in Uptown.</p>	The “Housing” policies reinforce the City’s emphasis on achieving a diversity of housing types, including affordable and rental housing to meet the needs of many different households. Partnerships are also encouraged to help meet this objective.

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13.4.3 Land Use	<i>Added</i>	<p>13.4.3.1 Uptown will be developed as a compact, mixed use community that supports offices, retail uses and a range of employment opportunities.</p> <p>13.4.3.2 Redevelopment that results in a loss of office floor space will not be permitted, unless the office floor space is replaced as part of the redevelopment.</p> <p>13.4.3.3 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 non-residential component will be maintained or replaced as part of the redevelopment.</p>	<p>The “Land Use” policies promote mixed use development in Uptown. They are intended to reinforce existing Official Plan policies that identify Major Nodes as a focus for retail, service uses and community amenities.</p> <p>The policies require that existing office and lands designated for office space be protected in order to maintain the employment base in the Uptown Node, as well as support complementary uses and create the opportunity to reduce work trips.</p> <p>The policies also protect the existing retail services. Specifically, redevelopments that propose a reduction in retail square footage must demonstrate that they will not compromise existing retail function within Uptown.</p> <p>While new retail/service commercial and office uses in Uptown may be less financially viable than residential uses, combining non-residential and residential uses can achieve development viability. The amenity benefits of non-residential uses, particularly retail/service commercial, may enhance the attractiveness of the residential components for existing and new development.</p>
	<i>Amended</i>	13.4.3.4 For lands designated Residential Medium Density, building heights will not exceed four storeys.	This existing policy is amended to be consistent with other Residential Medium Density height limits in the Official Plan, in other parts of the city.
13.4.4 Urban Design	<i>Removed</i>	13.4.4.1 To enhance a sense of community, it is proposed that a number of major <b>streetscapes</b> be developed in a manner that will impart a sense of character and identify major geographic areas of the Character Area.	New policies expand on and replace this policy.

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	<i>Removed</i>	<p>13.4.4.2 Community Form and Structure Uses along Hurontario Street should be integrated with the overall community design by providing for:</p> <ul style="list-style-type: none"> <li>a. a graduated transition in development intensity and building scale; and</li> <li>b. orientation of buildings, related open spaces and service functions to minimize visual and functional conflicts on abutting lands.</li> </ul>	New policies expand on and replace this policy.
<b>13.4.4 Urban Design</b>	<i>Added</i>	<p>13.4.4.1 Built form in Uptown will create a sense of place, community and contribute to an improved quality of life.</p> <p>13.4.4.2 Uptown will be developed to:</p> <ul style="list-style-type: none"> <li>a. create a fine-grain grid network of urban scale blocks and streets;</li> <li>b. provide high quality design for streets and intersections that achieve definition, enclosure and comfort for pedestrians and street life;</li> <li>c. incorporate landscaping, street furniture, street trees, lighting systems and signage to animate roads and create a positive pedestrian, cycling and transit-oriented experience; and</li> <li>d. incorporate and integrate on-street parking into streetscape design, as appropriate, to balance the needs of all modes of transportation and the public realm that share the right-of-way.</li> </ul>	<p>These policies intend to create a system of streets and blocks with frequent intersections and connections for pedestrians and cyclists. While these policies do not include a minimum block size, it is the intent that these policies help support the creation of blocks sizes that reflect Uptown's highly urbanized context.</p> <p>These policies, along with the "Transportation, Road Design" policies, focus on creating attractive pedestrian environments along streets through landscaping, street furniture and animation of these spaces as well as minimizing curb cuts by consolidating vehicular access points across sidewalks.</p>

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<b>13.4.4</b> <b>Urban Design</b>	<i>Added</i>	<p>13.4.4.3 Buildings will be designed to consider the street hierarchy and streetscape, as follows</p> <ul style="list-style-type: none"> <li>a. High priority streets: High priority streets are major roads and streets that may front onto public amenities, open spaces or parks. High priority streets will have the highest standard of design in the public and private realms, with a mixture of uses and pedestrian oriented built form. Building frontages on high priority streets will be developed to incorporate: <ul style="list-style-type: none"> <li>i. commercial uses at grade, where appropriate;</li> <li>ii. connections to parks, public spaces and retail uses at grade, where appropriate; and</li> <li>iii. a substantial amount of transparent vision glass at grade, where appropriate.</li> </ul> </li> <li>b. Residential streets: Residential streets primarily support housing and local connectivity. Residential streets will be design to ensure a quality pedestrian environment. Building frontages on residential streets will incorporate residential units at grade that provide direct access to the street, where appropriate. Buildings will contribute to a quality public and private realm.</li> <li>c. Service streets: Service streets will provide necessary access to parking facilities, loading, service and utility areas serving development</li> </ul>	<p>These policies intend to contribute to a more tailored and appropriate design response for new developments in Uptown. Further they aim to strengthen the quality of the streetscape and public realm in order to provide a more comfortable, enjoyable and safe pedestrian environment, while establishing a sense of place and civic identify within Uptown.</p> <p>An applicant can gain advice on how to apply this street hierarchy to their individual sites through the development application process.</p>

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		blocks. Buildings will accommodate for service and vehicular access, and utilities along service streets.	
<b>13.4.4 Urban Design</b>	<i>Added</i>	13.4.4.4 Developments are encouraged to incorporate sustainable measures in their designs and consider opportunities to reduce Green House Gas (GHG) emissions and improve storm water management.	This policy aims to achieve environmentally sustainable design to help address climate change by reducing greenhouse gas emissions and improving stormwater management, energy efficiency and water conservation.
<b>13.4.6 Transportation</b>	<i>Existing / Removed</i>	13.4.6.1 South of the Character Area between the utility corridor and Highway 403, a new east west roadway is proposed to provide access to the Downtown area. The proposed Highway 403 North Collector would be connected to Highway 403 west of Hurontario Street and east of Mavis Road and would be developed within the Parkway Belt West corridor as a one way westbound two lane roadway with grade separations at Hurontario Street, Duke of York Boulevard, Confederation Parkway, the Highway 403/Mavis Road westbound off ramp, and Mavis Road. <del>In addition, ramp connections would be provided at Duke of York Boulevard and Confederation Parkway to provide access to and from the Downtown road network.</del>	The last sentence of this existing policy to be removed as it relates to the Downtown Core road network and is addressed through the Downtown Local Area Plan.
<b>13.4.6 Transportation</b>	<i>Added</i>	<p><i>Road Network</i></p> <p>13.4.6.2 The road network identified in Map 13-4.1 will provide connectivity and a fine grained multi-modal network to encourage walking and cycling within the Node.</p> <ul style="list-style-type: none"> <li>a. All roads shown will be public.</li> <li>b. The design, access requirements and public/private responsibilities for roads and pedestrian</li> </ul>	A fine-grain road network is proposed to create an urban pattern of development blocks that are walkable in scale and well connected, as well as providing routing options for all modes of transportation. The City's priority is for roads to be public, however private roads may permitted in some instances. Where a public road is not achievable, private streets must seamlessly integrate into the public street network.

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		<p>connections will be determined through the development application process.</p> <p>c. Adjustments to the road network may be made without amendment to Map 13-4.1 at the City's discretion to accommodate block development, while maintaining the goal of breaking up large blocks with roads and pedestrian easements.</p> <p>13.4.6.3 Notwithstanding 13.4.5.2.a., a limited number of private roads may be considered subject to the following:</p> <p>a. public easements will be required;</p> <p>b. required right-of-way widths for the classification of the road that is constructed will be provided; and</p> <p>c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.</p> <p>13.4.6.4 Future additions to the road network will be public roads, unless arrangements for private roads are made that are satisfactory to the City.</p> <p>13.4.6.5 New roads will connect to existing roads in surrounding neighbourhoods.</p>	
<b>13.4.6 Transportation</b>	<i>Added</i>	<p><i>Road Design</i></p> <p>13.4.6.6 Roads will be designed as complete streets. New roads will be designed to incorporate active transportation and transit infrastructure. Existing arterial and collector roads dissecting and surrounding the Character Area will be</p>	<p>The policies focus on designing roads that are safe, more convenient for all users, and support all modes of travel, including pedestrians, cyclists, motorists and transit users. These policies ensure road design requirements through landscaping, street furniture and animation of these spaces. They also ensure that roads are designed as</p>

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		<p>redesigned to incorporate active transportation and transit infrastructure, as appropriate.</p> <p>13.4.6.7 Vehicular access from roads will be coordinated and consolidated in order to minimize driveways and disruption to pedestrians, cyclists and transit.</p> <p>13.4.6.8 Pedestrian and cycling connections to transit facilities will be prioritized.</p> <p>13.4.6.9 Transit stations and facilities will be incorporated into redevelopment plans adhering to the standards of the applicable transit agency.</p> <p>13.4.6.10 Bicycle parking will be required and should be located throughout the Character Area and at transit facilities.</p> <p>13.4.6.11 Cycling facilities will be incorporated per the Mississauga Cycling Master Plan. The City may in the future identify secondary cycling routes to be integrated with the design of the public realm.</p> <p>13.4.6.12 Development applications will be accompanied by traffic impact studies and/or parking utilization studies that will address, among other things, strategies for limiting impacts on the transportation network such as:</p> <ul style="list-style-type: none"> <li>a. transportation demand management;</li> <li>b. transit oriented development and design;</li> <li>c. pedestrian/cycling connections; and</li> <li>d. access management plan.</li> </ul>	<p>complete streets.</p> <p>The policies also ensure that pedestrian and cycling infrastructure and connections are prioritized; curb cuts are minimized by consolidating vehicular access points across sidewalks; and traffic impact / parking utilization studies will be needed to ensure that Uptown is developed in a manner that will support current and future users.</p>

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		13.4.6.13 The City may consider alternative road design standards to achieve community design objectives.	
<b>13.4.6 Transportation</b>	<i>Added</i>	<p><i>Parking</i></p> <p>13.4.6.14 Underground parking is 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 directional signage to the structure. Along prominent streets, parking structures should be screened by buildings that incorporate a mix of uses between the parking structure and the street.</p> <p>13.4.6.15 Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off areas for delivery services.</p> <p>13.4.6.16 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.</p>	These policies are intended to mitigate the negative impact of large surface parking areas on quality of life and the environment by encouraging parking to be provided underground or in structures. Where surface parking is permitted, it is to be directed to the side or rear of buildings. Related policies under the “Transportation” section also address the importance of providing bicycle parking.
<b>13.4.7 Open Space Network</b>	<i>Added</i>	<p>13.4.7.1 The park network identified in Map 13-4.1 will form a connected parkland system that is green, safe, attractive, and supports a range of social and recreation activities. The location, configuration and size of the parkland block(s) will be determined in conjunction with the development application process.</p> <p>13.4.7.2 Parkland should be designed and located to create a central focus for Uptown. Parkland may also provide</p>	<p>The intent of these policies is to achieve attractive public parks, promenades, streetscapes and privately owned public spaces that form a connected system through on-site parkland dedication, enhanced connections to existing parks, and the provision of a system of new linear open spaces and public squares.</p> <p>For practical purposes, the functionality of privately owned public spaces are generally the same as public spaces. Where</p>

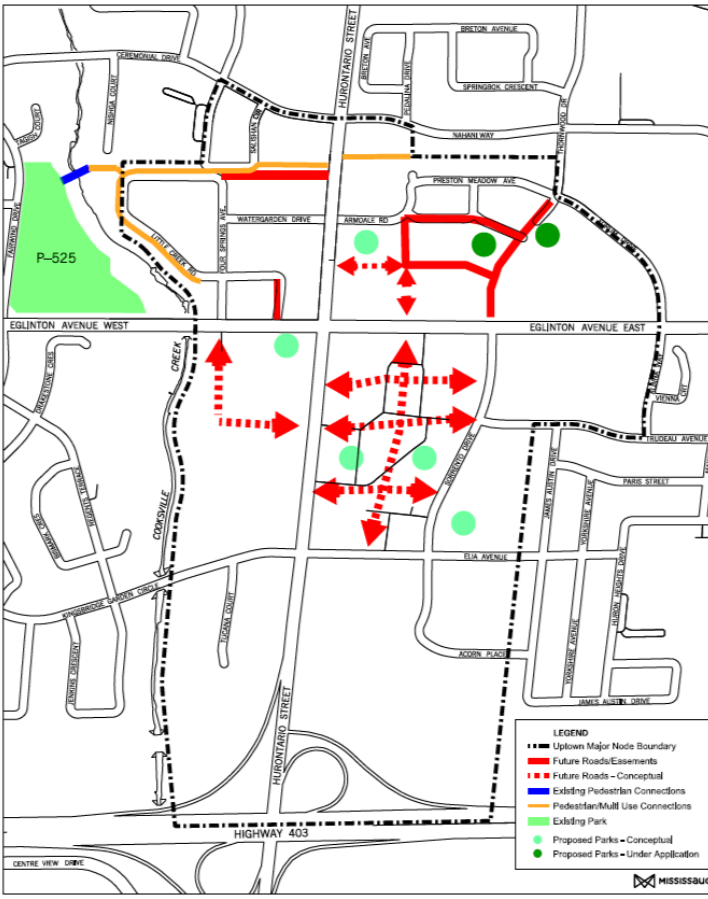


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		<p>gathering spaces and connections throughout Uptown, to existing and future open spaces, commercial developments, community facilities and to surrounding neighbourhoods.</p> <p>13.4.7.3 Playgrounds should be provided within an unobstructed 400 m walking distance from residential areas within Uptown, unimpeded by major pedestrian barriers such as rivers or major roads.</p> <p>13.4.7.4 Development that has frontage to a park shall be built to maximize sun exposure onto parkland.</p> <p>13.4.7.5 Publicly accessible private open spaces (POPS) may be incorporated into developments provided that:</p> <ul style="list-style-type: none"> <li>a. the design of private open space will integrate seamlessly with Uptown's parkland system, adjoining street network, and pedestrian environment;</li> <li>b. the private open space interfaces with existing and/or proposed development in a legible and cohesive manner; and</li> <li>c. the private open space is maintained as universally accessible and open to the public.</li> </ul> <p>13.4.7.6 Notwithstanding 13.4.7.1 opportunities to obtain additional parkland and space for recreational and library services will be explored through purchase by the City, establishment of easements, land dedication, or future agreements with land owners, where appropriate, to ensure the adequate provision of community services.</p>	<p>privately owned streets are provided within redevelopments, the City may secure public access to these spaces with the legal conveniences or easements at their disposal.</p> <p>These policies are intended to ensure that private redevelopment results in a high quality public realm through maximizing sunlight on the public realm, including parks, open spaces and sidewalks</p>

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<b>13.4.8</b>  <b>Community Infrastructure</b>	<i>Added</i>	<p>13.4.8.1 Mississauga will encourage partnerships and collaborations to identify needs and develop community infrastructure.</p> <p>13.4.8.2 Community infrastructure is encouraged to adopt a compact form.</p>	<p>These policies are intended to encourage innovative partnerships among infrastructure providers and greater support for a more urbanized development response in the Uptown Node.</p> <p>The PDSB has identified an immediate need for an elementary school to serve Uptown Node and the Hurontario corridor. Further development of the area will increase the demand for educational facilities in Uptown.</p>
<b>13.4.9</b> <b>Implementation</b>	<i>Added</i>	<p>13.4.9.1 Development master plans may be required for large scale developments. The need for a development master plan will be determined through the pre-application meeting and in consultation with staff prior to development application submission.</p> <p>13.4.9.2 The development master plan should provide a link between Official Plan policies, and subsequent plans of subdivision, rezoning and site plan applications.</p> <p>13.4.9.3 Development master plans and development applications will demonstrate how the proposal will contribute to the creation of a complete, healthy and connected community in Uptown. This includes, but is not limited to, consideration for how the new proposal supports:</p> <ul style="list-style-type: none"> <li>• small block sizes and a fine grained road pattern;</li> <li>• creation of the road network depicted in Map 13-4.1;</li> <li>• creation of the park network identified in Map 13-4.1;</li> </ul>	<p>The Official Plan has policies that enable the City to require a development master plan as part of a complete application submission for an official plan amendment, rezoning, draft plan of subdivision or condominium or consent application.</p> <p>These policies will support the development of Uptown into a vibrant and complete community, ensuring that large scale developments consider the broader context and community in which they will be situated, taking into consideration the road and park network, housing, community infrastructure and urban design requirements.</p>

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		<ul style="list-style-type: none"><li>• provision of affordable housing;</li><li>• future provision of community infrastructure, where applicable; and</li><li>• high quality design outcomes for the public realm.</li></ul>	

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<p><b>Map 13-4.1</b> <b>Uptown Node</b> <b>Block and</b> <b>Road Concept</b> <b>Plan</b></p>	<p><i>Added</i></p>		<p>The “Block and Road Concept Plan” identifies future roads and easements, as well as future and existing multi-use connections. It also identifies proposed locations for future parks, as well Park-525 on the western fringe of the Node.</p> <p>The “Block and Road Concept Plan” illustrates the various policies within Uptown, specifically the need for a fine grained road network to create an urban pattern of development blocks that are walkable in scale and well connected, as well as providing routing options for vehicular, servicing and goods movement, pedestrian and cycling movement within Uptown. It also identifies general locations for parkland in order to achieve parkland requirements in Uptown, form a connected system of parkland and enhance connections to existing parkland within and surrounding the area.</p> <p>The “Block and Road Concept Plan” was developed with consideration for existing / active development applications and ongoing conversations between the City and stakeholders. The exact location, design, and specifics of the future roads, pedestrian/multi-use connections and parks will be determined through the development application process.</p>