

City of Mississauga
Corporate Report



<p>Date: September 3, 2025</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: CD.21-CLA</p>
	<p>Meeting date: September 22, 2025</p>

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 2)

Clarkson GO MTSA – Policy Modifications to Mississauga Official Plan 2051

Recommendation

That the Clarkson GO Major Transit Station Area policy modifications to the Mississauga Official Plan 2051 contained in the report titled "Clarkson GO MTSA – Policy Modifications to Mississauga Official Plan 2051" dated September 3, 2025, from the Commissioner of Planning and Building be endorsed and approved in accordance with the following:

1. That the Clarkson GO Major Transit Station policies be submitted to the Ministry of Municipal Affairs and Housing for approval as modifications to the new Mississauga Official Plan 2051.
2. That should the proposed Clarkson GO Major Transit Station Area policies not be approved as modifications to the new Mississauga Official Plan 2051, staff be directed to prepare an official plan amendment by-law for adoption by Council once the new Mississauga Official Plan 2051 is in effect and no further public meeting is required.
3. That subsequent to the September 22, 2025 public meeting, staff be directed to incorporate any necessary minor changes to the Clarkson GO Major Transit Station Area policies and no further public meeting is required.

Executive Summary

- The Clarkson GO Major Transit Station Area Master Plan (Clarkson Master Plan) was endorsed by Council on May 14, 2025. The Clarkson Master Plan establishes a vision for a walkable, transit-supportive community with access to jobs, housing, parks and

amenities. The Clarkson Master Plan recommends a policy framework to achieve this vision.

- Staff recommend Council endorse policy modifications to Mississauga Official Plan 2051 (MOP 2051) for the Clarkson GO MTSA. The policy modifications implement the vision and direction endorsed by Council on May 14, 2025, and further the goals and objectives of the Mayor's Housing Task Force by expanding residential permissions and planning for 5,000 additional homes.
- The proposed policies will help unlock new housing by expanding the Clarkson Village Growth Node, amending land use designations and increasing maximum building heights. Policies are also recommended to set a vision for future development, enhance transportation options, secure public parks and achieve a desirable urban form.
- A draft of the policy modifications was provided to the Ministry of Municipal Affairs and Housing (MMAH) and relevant agencies. MMAH staff communicated that sufficient rationale was provided for the lands recommended to be removed from the Southdown Employment Area to allow new housing. No major issues were identified.
- As part of the public engagement process, a community meeting on the policy modifications was held on June 18, 2025. Letters were also sent inviting Indigenous communities to provide feedback. In response to comments received, staff recommend adding a policy on the naturalization of Sheridan Creek, among other changes.
- Following Council endorsement, staff recommend submitting the proposed policies to the MMAH for approval as modifications to MOP 2051 – which is currently with the Province for approval. This would avoid having to duplicate planning processes as modifications to land uses, heights and densities in MTSAs require MMAH approval.
- If the proposed policies are not approved as modifications to MOP 2051, staff will bring forward an official plan amendment by-law at a future date once MOP 2051 is approved.

Background

In 2018, the City initiated a planning study for the lands surrounding the Clarkson GO Station. The purpose of the study was to identify appropriate locations to build more housing, facilitate mixed use, transit supportive development near the Clarkson GO Station, and ensure continued policy support for economic investment in the area.

The study focused on the lands within the boundaries of the Clarkson GO MTSA as delineated in the Region of Peel Official Plan. This boundary includes the Sheridan Creek, residential uses north of the railway corridor and east of Southdown Road, and commercial plazas along Royal Windsor Drive and Lakeshore Road West. The area south and west of the Clarkson GO Station is located within the Southdown Employment Area, which is home to a mix of large and small businesses that collectively employ over 6,300 people.

Since 2018, several important project milestones have been achieved (summarized in Appendix 1). On May 14, 2025, Council endorsed the Clarkson Master Plan, which establishes a vision for a walkable, transit supportive community with access to jobs, housing, parks and amenities (see Appendix 2). The Clarkson Master Plan recommends a policy framework to achieve the vision and objectives of the planning study. A list of Corporate Reports completed as part of the study is included in Appendix 3.

IMPLEMENTING THE MAYOR'S HOUSING TASK FORCE

Housing affordability and housing supply within the City of Mississauga continues to be a challenge and is a critical priority. The Mayor's Housing Task Force Report recommends as-of-right permissions as part of a larger plan to speed up development approvals and build affordable homes. Initiatives such as the Clarkson GO MTSA Study are a key component of the City's efforts to advance new housing opportunities.

INCLUSIONARY ZONING

The City of Mississauga adopted inclusionary zoning on August 10, 2022 with the by-law coming into effect on January 1, 2023. Inclusionary zoning works by requiring affordable housing units in all large development in inclusionary zoning areas. All protected MTSA's, including the Clarkson GO MTSA, are inclusionary zoning areas. The Clarkson GO MTSA has two inclusionary zoning areas with the minimum required percentage of gross floor area (set aside rate) varying for an ownership tenure building from 4% to 10% based on location. Rental tenure buildings have a set aside rate of 2% to 5%.

Comments

Staff recommend policy modifications to Mississauga Official Plan 2051 (MOP 2051) to implement the vision and direction for the Clarkson GO MTSA established by the Clarkson Master Plan. The policy modifications aim to further the goals and objectives of the Mayor's Housing Task Force by expanding residential permissions and planning for 5,000 additional homes. They are a first step to allowing for as-of-right residential and mixed use development in appropriate locations within the Clarkson GO MTSA. They will ensure that at full build out, the Clarkson GO MTSA can exceed provincial minimum density targets.

At the same time, the policy modifications aim to balance new housing opportunities with protecting economic investment and jobs in the area. The policy modifications will help grow the transportation network, secure new public parks and achieve a desirable urban form.

OVERVIEW OF MODIFICATIONS TO MISSISSAUGA OFFICIAL PLAN 2051

MOP 2051 represents the City's most current vision for the growth and development of Mississauga. Adopted by Council on April 16, 2025, MOP 2051 is an important tool for the City to deliver on its housing commitments while building communities that offer a high quality of life for residents. It is currently with the Ministry of Municipal Affairs and Housing (MMAH) for final approval. Given MOP 2051 will replace the current, in-effect Mississauga Official Plan once it is

approved by the MMAH, the proposed policies are being recommended as modifications to MOP 2051.

Staff recommend modifications to several Schedules and four Chapters of MOP 2051: #3 Directing New Development, #14 Growth Nodes, #15 Neighbourhoods, #16 Employment Areas and #17 Special Sites.

KEY POLICY MODIFICATIONS

Appendices 4 and 5 contain MOP 2051 Schedule mapping changes and a red-line version of policy modifications respectively. A summary of the modifications is provided below.

1. Expanding the Clarkson Village Growth Node

The Clarkson Village Growth Node is proposed to be expanded by including:

- 10+ hectares of land to be removed from the Southdown Employment Area for new housing; and,
- lands currently located in the Clarkson-Lorne Park Neighbourhood that fall within the Clarkson GO MTSA boundaries.

This will result in modifications to the City Structure and existing Character Area boundaries as shown on page 1 of Appendix 4.

2. Protecting Economic Investment and Jobs

Overall, the Southdown Employment Area continues to attract investment and has experienced steady employment growth over the past 10 years. This area is home to some of the heaviest industries in Mississauga that benefit from separation with sensitive uses (e.g., residential) to support operations, minimize complaints and reduce potential negative impacts to human health and safety.

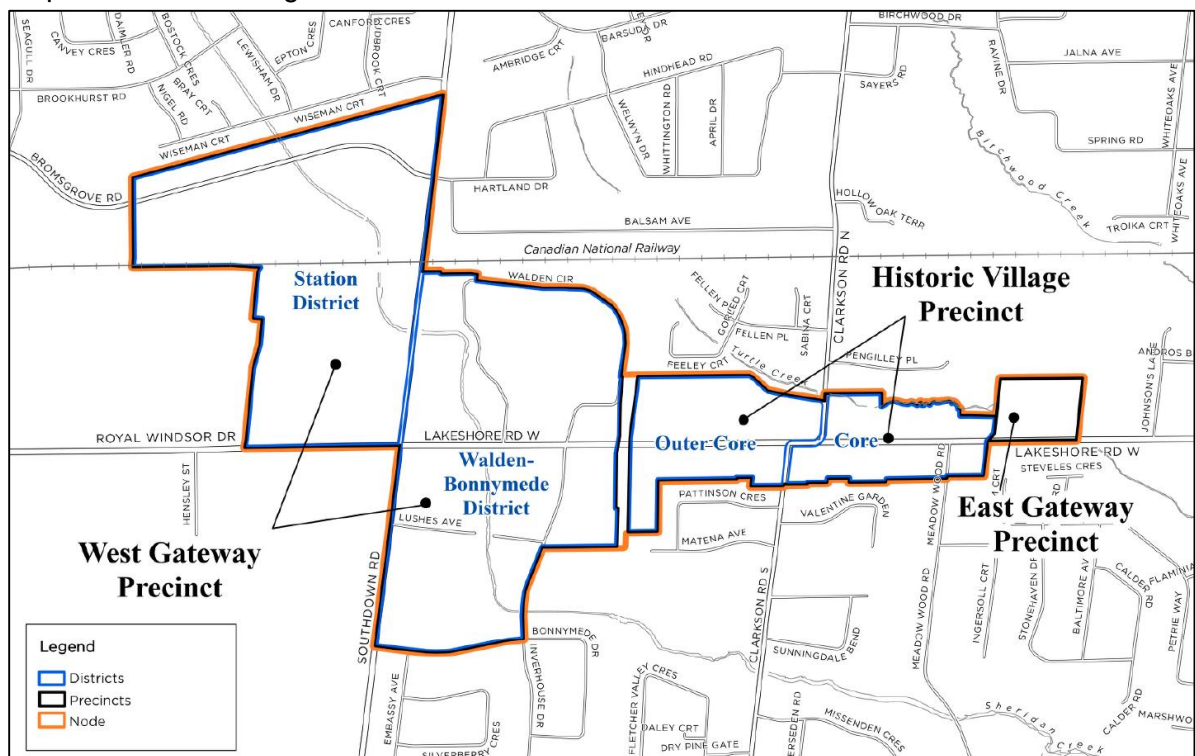
In keeping with the Clarkson Master Plan direction endorsed by Council on May 14, 2025 (see Appendix 2), the proposed expansion to the Clarkson Village Growth Node does not include lands located west of the Clarkson GO Station parking structure and south of Royal Windsor Drive. The Land Use Compatibility Assessment completed as part of the planning study noted significant compatibility issues relating to noise, odour and air quality in these locations. Heavier employment uses west of the Clarkson GO Station parking structure include a transportation facility and the City's Works Yard. The lands south of Royal Windsor Drive are located immediately adjacent to a radio transmission array and are subject to a restrictive covenant that restricts building heights to approximately two storeys (30 feet or 9.1 metres).

A policy is proposed that if the mix of businesses changes in the Southdown Employment Area, a city-led local area review should be undertaken. Staff will continue to monitor the health of the area and report back to Council if warranted.

3. Expanding the West Gateway Precinct

The current Clarkson Village Growth Node comprises three unique Precincts: the West Gateway Precinct, the Historic Village Precinct and the East Gateway Precinct. Only the West Gateway Precinct is located within the Clarkson GO MTA. An expansion of the West Gateway Precinct is proposed to reflect the boundaries of the recommended Clarkson Village Growth Node. Within the expanded West Gateway Precinct, two Districts are proposed: the Station District and the Walden-Bonneyede District as shown in the map below.

Map 1: Clarkson Village Growth Node Precinct and District Boundaries



Station District, located west of Southdown Road, is the focus for most of the policy modifications. The policy modifications provide for mixed use development, an enhanced Sheridan Creek, new public roads, active transportation connections, and public parks to create a walkable, mixed use community. Currently, the lands within the proposed Station District comprise a mix of GO Station facilities, surface parking lots, the Sheridan Creek natural corridor, a shared MiWay, GO Transit and Oakville Transit bus loop, the Nine Creeks Trail and small businesses.

Located to the east of Southdown Road, the Walden-Bonneyede District currently comprises a mix of housing types, including townhouses and apartment buildings, mixed use commercial plazas on Lakeshore Road West and the Sheridan Creek natural corridor.

Changes to policies in this District will contribute additional opportunities for housing, including mixed use development of commercial plazas and mid-rise development of four properties located on Southdown Road.

4. Setting a Vision and Guiding Principles for the West Gateway Precinct

As part of the planning study, the community was consulted to define a vision for how the Clarkson GO MTSA should grow and develop over the coming decades. The policy modifications reflect this work and contain a vision and guiding principles to establish the overall development priorities for the West Gateway Precinct. They include: new housing and employment opportunities, a walkable main street, a connected network of parks, an enhanced, naturalized Sheridan Creek, and a transit-supportive built form with improved pedestrian and cycling infrastructure.

5. Amending Land Use Designations to Unlock More Housing

Several modifications are recommended to land use designations in MOP 2051 to unlock more housing and achieve a mixed use, complete community as shown on pages 4 and 6 of Appendix 4:

- Most of the lands south of the Lakeshore West GO Line in the Station District will be re-designated to Mixed Use. It will be home to a new walkable main street with retail, commercial and non-residential uses on the ground floor of mixed use buildings.
- A portion of lands north of the Lakeshore West GO Line owned by Metrolinx and currently designated Motor Vehicle Commercial and Convenience Commercial will be re-designated to Residential High-Rise to allow for new residential uses.
- Four properties located at 913, 923, 927 and 933 Southdown Road will be re-designated from Residential Low-Rise to Residential Mid-Rise to permit taller buildings.

6. Increasing Maximum Building Heights

Increases in maximum building heights are proposed that are informed by Mississauga's City Structure hierarchy, existing and proposed modifications to land use designations and the existing built form context as shown on page 6 of Appendix 4. The greatest building heights of up to 25 storeys will be in the Station District adjacent to the Clarkson GO Station, west of Southdown Road and north and south of the Lakeshore West GO Line. The maximum height of 25 storeys is based on the Air Quality Study that considered residential uses up to 25 storeys. Heights will transition down from 25 storeys in the Station District to adjacent low-rise development and the Walden-Bonneymede District.

MTSA policies in MOP 2051 will allow increases in maximum heights, subject to meeting criteria on the vision for the area, land uses, compatibility, urban design and infrastructure capacity. Increases in height beyond 25 storeys will require a scoped air quality study to confirm that there are no potential impacts from air pollutants beyond that height. Other site

constraints due to the presence of natural hazards, industry or context may limit development.

7. Improving Transportation Options

The proposed modifications will complete the street network and improve access to the Clarkson GO Station for pedestrians and cyclists. The enhanced transportation network is required to accommodate planned growth in the Clarkson GO MTSA. The future public street network is identified on a map shown on Map 14-2.2.2 in Appendix 5. The exact location, design and access requirements will be determined through the development approval process.

Policies will require well designed walkways and trails to improve the public realm and link new and existing neighbourhoods to community destinations (e.g., Clarkson GO Station, public parks). New cycling infrastructure is also required, including for the proposed main street.

8. Securing New Public Parks

A map identifying future public parks is recommended to ensure new public parkland is being secured through the development approvals process. The future public park network will serve a growing population, improve access to green space and provide opportunities for recreation and social activity.

A key component of the network is a centrally-located park adjacent to the proposed main street. This park will be of a sufficient size to serve as a focal gathering place for the community and designed to support a range of social and recreational activities.

Development adjacent to the centrally-located park will have active frontages with retail and service commercial uses on the ground floor of new buildings.

9. Achieving a Desirable Urban Form

MOP 2051 provides direction on the design of communities that support balancing social, economic and environmental priorities. These policies promote an urban form that supports a growing population, a variety of uses and future development.

Modifications are proposed to complement the general policies contained in MOP 2051: providing a mix of retail unit sizes to accommodate small to large businesses; locating parking, servicing and loading at the rear of buildings; incorporating podiums 3 to 6 storeys in height in tall buildings; and integrating symbolic features at select locations to define a sense of arrival and place. Urban design policies also emphasize the importance of design for the new main street with generous and attractive sidewalks and active building frontages, including storefronts.

MMAH AND AGENCY COMMENTS

A draft of the proposed policy modifications was circulated to the MMAH and external agencies for review and comment. MMAH staff noted that appropriate rationale has been provided satisfying the policies of the PPS 2024 respecting employment area conversions and planning for a mix of options to meet current and future needs. Other comments were provided by Metrolinx, the Region of Peel, School Boards, Trans Northern Pipelines Inc. and the Credit Valley Conservation. No major issues were identified with the proposed policy modifications. A list of comments and staff responses is provided in Appendix 6.

CONSISTENCY AND CONFORMITY WITH PROVINCIAL AND REGIONAL PLANS

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Planning Statement, 2024 (PPS 2024) and conform with the applicable provincial plans and Regional Official Plan. The proposed modifications to the Mississauga Official Plan 2051 are consistent with the PPS 2024. They also fulfill the requirements for an MTSA study established by the Region of Peel Official Plan (RPOP). Upon approval by MMAH, MOP 2051 will replace both the current Mississauga Official Plan and the RPOP. Appendix 7 provides an overview of consistency and conformity with applicable Provincial policies, RPOP MTSA study requirements and MOP 2051 policies.

NEXT STEPS

Following endorsement by Council, staff intend to submit the proposed policies to the MMAH for approval as modifications to MOP 2051, which is currently under review. This would avoid the need to undergo a separate planning process, including passing of an official plan amendment by-law, to implement the proposed policy modifications.

If timing does not align, staff will need to wait until MOP 2051 is approved before bringing forward an official plan amendment by-law. This by-law would still require approval from the MMAH once it is adopted by Council with a legislated review period of 120 days. MTSA policies on land uses, minimum densities and minimum and maximum building heights require approval from the MMAH.

Staff aim to pre-zone the lands within one year of final approval of the policies to streamline planning approval processes and ensure conformity with the new direction for the area.

Engagement and Consultation

The policy modifications reflect the feedback and input received from the community since the planning study was initiated in 2018. In total, 10 engagement sessions, including five community meetings, have been held. The most recent community meeting was held on June 18, 2025 to solicit input on the proposed policy modifications. Overall, participants at the meeting expressed support for the vision of a walkable, mixed use community. Letters were also sent inviting Indigenous communities to provide feedback in June 2025. To date, responses have been received from the Six Nations of the Grand River and Mississaugas of the Credit First Nation.

A list of comments received on the policy modifications and staff responses are provided in Appendix 6. A summary of comments is provided below.

1. Comments from Indigenous communities

Comments from Indigenous communities focused on protecting and enhancing Sheridan Creek, maximizing naturalized spaces in mid-block walkways, adopting Low Impact Development (LID) technologies, and prioritizing accessible and affordable housing options. The need to engage Indigenous communities through the planning process, including in the design of public spaces, was also emphasized. In response to the comments, staff recommend adding a policy on the naturalization of Sheridan Creek among other changes.

2. Comments from Industry

A major industrial operator in the Southdown Employment Area has submitted a letter requesting strengthened policies on land use compatibility and setting out requirements for development proposing sensitive land uses. MOP 2051 includes policies on land use compatibility and identification of mitigation measures. The policies place the onus for mitigation on developers.

3. Requests to expand the area allowing residential uses

Area landowners continue to request additional lands be removed from the Southdown Employment Area to allow residential uses. Staff's rationale for the conversion area was previously addressed in a corporate report dated April 9, 2025 (attached as Appendix 2). Council endorsed the direction on the recommended area to be removed, which is reflected in the proposed policy modifications. The report identified several issues with the requests. They include:

- approval of the requests would not meet provincial policies on conversion, including avoiding potential impacts on the long term economic viability of employment uses;
- the City's land use compatibility consultant, Dillon Consulting, found several potential air quality, odour and noise impacts from nearby industry;
- the ability of nearby industry to meet provincial environmental compliance obligations may be impacted; and,
- a peer review of technical studies submitted for 2157 Royal Windsor Drive identified deficiencies in the methodology and analysis and found mitigation measures were not supported by the technical findings or sufficiently justified.

4. Loss of Metrolinx parking

Several members of the public raised concerns regarding the potential loss of Metrolinx parking through redevelopment. As the landowner, Metrolinx is responsible for the provision of parking on their lands. The City no longer has the legislative authority to mandate minimum parking requirements in MTSAs. In their GO Rail Station Access Plan, Metrolinx

has identified the need for 3,280-3,870 parking spaces in 2041 for the Clarkson GO Station, some of which could be accommodated underground in new developments.

Financial Impact

There are no financial impacts resulting from the recommendations in this report.

Conclusion

Staff recommend policy modifications for the Clarkson GO MTSA to implement the vision and direction established by the Clarkson Master Plan. The proposed policies will help unlock new housing by expanding the Clarkson Village Growth Node, amending land use designations and increasing maximum building heights. Policies on setting a vision, enhancing transportation options, securing new public parks and achieving a desirable urban form are also recommended. Once approved, the policy modifications will ensure that the Clarkson GO MTSA can exceed provincial minimum density targets at full build out.

Staff recommend that Council endorse the proposed policies and that they be submitted to the MMAH for approval as modifications to MOP 2051. If the proposed policies are not approved as modifications to MOP 2051, staff will bring forward an official plan amendment by-law at a future date once MOP 2051 is approved.

Attachments

- Appendix 1: Key Project Milestones
- Appendix 2: Corporate Report titled "Clarkson GO Major Transit Station Area – Update and Next Steps"
- Appendix 3: List of Corporate Reports
- Appendix 4: MOP 2051 Schedule Modifications
- Appendix 5: Red-line Clarkson GO MTSA Policy Modifications
- Appendix 6: Response to Comments
- Appendix 7: Applicable Policy Analysis



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