

Clarkson GO MTSA Recommendation Report Applicable Policy Analysis

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Introduction

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Planning Statement 2024 (PPS 2024) and conform with applicable provincial plans. The proposed Clarkson GO MTSA policy modifications have been evaluated based on the PPS 2024, applicable provincial plans, MTSA conversion policies of the Region of Peel Official Plan, and the Council-adopted Mississauga Official Plan 2051. This document provides a general summary of the evaluation and should not be considered exhaustive.

Provincial Planning Statement 2024

PPS 2024 was released on August 20, 2024, and came into effect on October 20, 2024. This new document replaces both the Provincial Policy Statement 2020, and the Growth Plan for the Greater Golden Horseshoe; consolidating the two frameworks into a single, province-wide document.

The update aims to streamline policies and places greater responsibility on municipalities to manage growth locally, with a focus on intensification, housing development and transit-supportive communities.

The new PPS 2024 provides direction on land use planning by ensuring that municipal decisions align with provincial interests, such as promoting efficient land use, encouraging diverse housing options, planning for growth and intensification in Major Transit Station Areas (MTSAs) and protecting Employment Areas for current and future economic uses. The PPS 2024 also

includes policies promoting the creation of healthy, liveable and safe communities.

Chapter 6: Implementation and Interpretation describes how the policies of the PPS 2024 are to be considered and implemented by planning authorities. The PPS 2024 is to be read in its entirety and all relevant policies applied to each situation. Strategic growth areas (SGA) are not land use designations and their delineation does not confer any new land use designations, nor alter existing land use designations. Municipal official plans are the most important vehicle for implementing the PPS 2024.

Consistency with PPS 2024

PPS 2024 establishes a vision that every community in Ontario will build homes that respond to changing market needs and local demand. A prosperous and successful Ontario will support a strong and competitive economy that is investment-ready. Compact and transit-supportive design will be prioritized where appropriate. The proposed policy modifications implement this vision by facilitating the building of more housing, protecting economic investment and jobs in the Southdown Employment Area and promoting transit-supportive development.

Sections 2.1 and 2.2 require municipalities to support the achievement of complete communities by accommodating a range and mix of land uses, including residential and employment uses, and permitting and facilitating residential development on underutilized commercial and institutional sites. Transit-supportive development and intensification shall be prioritized in proximity to transit. The proposed policy

modifications would expand residential permissions by amending land use designations and increasing maximum building heights in appropriate locations adjacent to the Clarkson GO Station. Requirements for non-residential uses on the ground floor of new mixed-use buildings will help contribute to a walkable, complete community. At the same time, the policy modifications continue to support a mix of employment uses that can contribute to the economic prosperity and vitality of Mississauga.

Section 2.3 states that growth shall be focused in SGAs such as major transit station areas (MTSA). Land use patterns should be based on densities and a mix of land uses which efficiently use land and resources, optimize existing and planned infrastructure, support active transportation and are transit-supportive, as appropriate. The proposed policy modifications promote transit-supportive development by increasing housing options and supporting employment and economic uses within proximity of the Clarkson GO Station. New public streets, walking paths, trails and cycling facilities are identified that will improve access to the GO Station, promote active transportation and help achieve a transit-supportive built form.

Section 2.4 states that planning authorities should identify the appropriate type and scale of development in SGAs, permit development and intensification that support the achievement of complete communities and compact built forms, and support redevelopment of commercially-designated retail lands. For the Clarkson GO MTSA, planning authorities shall plan for a minimum density target of 150 residents and jobs per hectare (PPJ/ha). Planning authorities are encouraged to plan for land uses and a built form that supports achievement of the minimum

density target and the redevelopment of surface parking lots. The policy modifications identify the appropriate type and scale of development through land use, building height and urban design policies. The policy modifications permit the redevelopment of several commercially-designated lands as well as surface parking lots to support mixed-use and residential buildings. They also enable development to exceed the minimum density target of 150 PPJ/ha.

Section 2.8 requires planning authorities to plan for, protect and preserve Employment Areas for current and future uses. Employment Areas are intended to accommodate uses such as warehousing and manufacturing that are generally incompatible with sensitive uses (e.g., residential). Within employment areas, residential uses, commercial uses and other institutional uses are prohibited. Retail and office uses that are not associated with primary employment uses are also prohibited.

In planning for employment areas, planning authorities shall maintain land use compatibility between sensitive land uses and employment areas in accordance with policy 3.5. This includes ensuring an appropriate transition to adjacent non-employment areas to ensure land use compatibility and economic viability. Planning authorities may only remove lands from employment areas where it has been demonstrated that the conversion criteria in Policy 2.8.2.5 have been met. The proposed policy modifications plan for, protect and preserve employment areas for current and future uses. Select lands that have been demonstrated to meet the conversion criteria of Policy 2.8.2.5 are recommended to be removed from the Southdown Employment Area (see Table 1).

Section 2.9 requires municipalities to plan for reduced greenhouse gas emissions and prepare for the impacts of climate change. This includes adopting approaches to planning that support the achievement of compact, transit-supportive and complete communities, and promoting green infrastructure, low impact development and active transportation. The policy modifications support the achievement of a compact, transit-supportive and complete community by planning for a mix of residential and employment uses, community services and infrastructure. This includes planning for a new mixed use main street, new public parks, and new transportation connections. MOP 2051 contains policies that promote green infrastructure and low impact development, including in the Clarkson GO MTSA.

Section 3.1 states that infrastructure and public services shall be provided in an efficient manner and leverage the capacity of development proponents, where appropriate. Public service facilities should be planned and co-located with one another. The policy modifications support redevelopment in proximity of the Clarkson GO Station to leverage transit service and future improvements. They also permit co-location of public service facilities.

Section 3.2 emphasizes planning for, maintaining and where possible, improving connectivity within and among transportation systems and modes. The proposed policy modifications aim to improve access to the Clarkson GO Station by car, transit, bike and walking. New streets, pedestrian connections, and cycling facilities are identified. The policy modifications also recognize the need for an expanded bus

transit terminal to improve connectivity to the Clarkson GO Station and meet growing ridership demand.

Section 3.3 requires planning authorities to plan for and protect corridors and rights-of-way for infrastructure. The policy modifications identify appropriate rights-of-way for new public streets. Section 3.4 requires planning for land uses in vicinity of rail facilities to protect their long-term operation and economic role and ensure that they are sufficiently buffered and/or separated from one another. Development adjacent to rail corridors are required to be compatible and appropriately designed, buffered and/or separated from railways. MOP 2051 requires development to be compatible with adjacent rail corridors.

Section 3.5 directs that major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants to minimize risk to public health, and ensure the long-term economic viability of major facilities. This is to be achieved in accordance with provincial guidelines. The proposed policy modifications recommend removal of select lands from the Southdown Employment Area to permit residential uses. A land use compatibility analysis was conducted to assess potential adverse impacts in accordance with provincial guidelines.

Section 3.9 promotes healthy, active and inclusive communities by planning for public streets, spaces and facilities that meets the needs of all ages and abilities, foster social interaction and facilitate active transportation. The policy modifications include a centrally-located public park that will be contiguous and of a

sufficient size to accommodate a growing community. New walkways, trails and cycling facilities are identified to facilitate active transportation.

Section 4.1 requires natural features and areas to be protected for the long term. Section 4.2 directs planning authorities to protect, improve or restore the quality and quantity of water. The policy modifications recognize the Sheridan Creek watershed and promote protection and enhancement of the surrounding corridor as a naturalized green space.

Table 1: Staff Evaluation of Conversion Criteria under Policy 2.8.2.5 of PPS 2024

Policy amendments are proposed for the Clarkson GO MTSA that would remove select lands from the Southdown

Employment Area to facilitate the building of more than 5,000 additional homes. The removal of land from an Employment Area is subject to conversion criteria identified in Policy 2.8.2.5 of PPS 2024. Staff’s analysis of the conversion criteria for the proposed removal of land from the Southdown Employment Area is provided in Table 1 below.

It is staff’s opinion that the proposed policy amendments are consistent with the policies of PPS 2024. The proposed policy amendments are based on the draft Mississauga Official Plan 2051 that has been sent to the Province for approval. They would facilitate mixed use, transit supportive development in the Clarkson GO MTSA while retaining the Employment Area designation for select lands to minimize land use conflicts.

Conversion Criteria	Staff Analysis
<p>a) There is an identified need for the removal and the land is not required for Employment Area uses over the long term</p>	<ul style="list-style-type: none"> • The proposed policy amendments represent the completion of a municipally-initiated planning study for the Clarkson GO MTSA underway since 2018. They are the outcome of extensive community engagement, analysis of planning policy and context, as well as background and technical assessments of infrastructure capacity, transportation and land use compatibility impacts. • The policy amendments propose removing select lands from the Southdown Employment Area in accordance with the Region of Peel Official Plan (RPOP) policy 5.8.36. This policy permits the integration of additional uses on Employment Area lands within select MTSA's such as Clarkson GO, subject to the completion of a municipally initiated planning study. These additional uses include residential, retail and commercial uses.

Conversion Criteria	Staff Analysis
	<ul style="list-style-type: none"> • RPOP was developed as part of a municipal comprehensive review that included thorough analysis of the Region’s Employment Areas. The analysis considered the Growth Plan and PPS conversion policies at the time, including the need for the removal of lands from an Employment Area. • The Region’s analysis found that in select MTSA’s, there is: <ul style="list-style-type: none"> ○ the potential to remove lands from an Employment Area to develop vibrant, mixed use areas and innovation hubs; and ○ the need for flexible employment policies that allow for the introduction of new community building land uses such as residential while requiring demonstration of land use compatibility. • Policy 5.8.36 lists nine (9) criteria that need to be addressed as part of a municipally initiated planning study to allow for the introduction of the residential uses in select MTSA’s. These include addressing land use compatibility, the area to be removed from an Employment Area, MTSA requirements, the future mix and ratio of jobs, the development of transit-supportive densities and complete communities, and achievement of minimum densities among other matters. • The city-initiated Clarkson GO MTSA Study resulted in the Clarkson Master Plan that satisfies the criteria listed in policy 5.8.36. The proposed policy amendments implement the findings and direction of the Clarkson Master Plan discussed in further detail below. • The area recommended for removal currently contains a mix of retail, service commercial and transit-related parking uses. These uses can be integrated as part of a mixed, use transit-supportive development.

Conversion Criteria	Staff Analysis
	<ul style="list-style-type: none"> • Most of the lands recommended for removal are designated Mixed Use in Mississauga Official Plan. In an Employment Area, the Mixed Use designation permits retail and service commercial uses, but does not permit sensitive uses such as residential. They are also located immediately adjacent to the Clarkson GO Transit Station where transit-supportive, mixed use development can leverage planned improvements to the Lakeshore West GO Line.
<p>b) The proposed uses would not negatively impact the overall viability of the Employment Area by:</p> <ol style="list-style-type: none"> 1. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned Employment Area uses in accordance with policy 3.5; 2. maintaining access to major goods movement facilities and corridors; 	<ul style="list-style-type: none"> • As part of the Clarkson GO MTSA Study, land use compatibility assessments, an air quality study and a human health assessment were completed. The findings of these studies informed the area recommended for removal from the Southdown Employment Area. Lands with a significant presence of heavier industry or potential for land use conflict were not chosen. This approach minimizes potential risk to the overall viability of the Southdown Employment Area. • The City retained Dillon Consulting to undertake land use compatibility assessments using the Ministry of Environment, Conservation and Parks' D-6 Guideline <i>Compatibility between Industrial Facilities</i>. Two assessments were completed – one of the wider Southdown Employment Area and one of the Clarkson GO MTSA. They considered air quality, noise and vibration impacts from industry. The assessments found: <ul style="list-style-type: none"> ○ the area recommended for removal from the Southdown Employment Area had a low likelihood of compatibility issues with nearby industry; ○ heavier industry exists in the area west of the Clarkson GO Station parking structure;

Conversion Criteria	Staff Analysis
	<ul style="list-style-type: none"> ○ potential impacts from an adjacent radio transmission array for the lands south of Royal Windsor Drive and west of Southdown Road (referred to as the “Clarkson Crossing Shopping Mall”); and, ○ the need for further evaluation of air quality as previous studies by the Ministry had concluded that air quality in the area was compromised. <ul style="list-style-type: none"> ● Given the need for a further air quality evaluation, Mississauga City Council adopted Official Plan Amendment 117 (OPA 117) in 2020. OPA 117 required the submission of a completed air quality study before sensitive uses could be considered on lands within the Southdown Employment Area portion of the Clarkson GO MTSA. ● In 2023, an evaluation of air quality was completed by WSP Canada Inc. on behalf of a development application at 2077-2015 Royal Windsor Drive. Sensitive uses with building heights of up to 25 storeys were considered. The air quality evaluation found that several contaminants exceeded air quality thresholds. As a result, a human health assessment of those exceedances was also completed. ● The City established an Expert Review Committee comprising representatives from the Ministry of the Environment, Conservation and Parks, Peel Public Health, major industry, the City’s Environment Division and the City’s land use compatibility consultant (Dillon Consulting). The Expert Review Committee oversaw the air quality evaluation and ensured it was completed according to industry standards and guidelines. ● The human health assessment determined that the levels of air contaminants found in the air quality study were similar to other urban areas of the Greater Toronto Area and the risk to human health did not reach a threshold where residential development should be prohibited. Dillon Consulting and Peel Public Health agreed with this conclusion.

Conversion Criteria	Staff Analysis
	<ul style="list-style-type: none"> • Staff used these findings to inform the area recommended for removal from the Southdown Employment Area. This area does not extend south of Royal Windsor Drive or west of the Clarkson GO Station parking structure where the land use compatibility assessment identified heavier industry. • The existing heavy industry will retain direct access to goods movement corridors, including Royal Windsor Drive and Southdown Road, as part of the proposed policy changes.
<p>c) Existing or planned infrastructure and public service facilities are available to accommodate the proposed uses</p>	<ul style="list-style-type: none"> • Policy 5.7.9.1 of Mississauga Official Plan requires that development be phased to ensure appropriate transportation and municipal servicing infrastructure, along with community services and facilities, are available to service development. Development cannot proceed until infrastructure services are available. This policy has been carried forward in draft Mississauga Official Plan 2051 as policy 11.3.8.1. • An infrastructure and servicing capacity analysis was undertaken as part of the Clarkson GO MTSA Study. The results are summarized below. <p><u>Transportation</u></p> <ul style="list-style-type: none"> • HDR was retained to conduct a transportation assessment of the final Clarkson Master Plan. Transportation modeling indicated that the proposed street network and arterial road system are generally expected to accommodate future traffic demands. Key intersections may warrant adjustments to signalization in the future to improve operations and ease vehicular entry into the block located at the northwest corner of Royal Windsor Drive and Southdown Road. <p><u>Engineering Services</u></p>

Conversion Criteria	Staff Analysis
	<ul style="list-style-type: none"> Analysis of water and wastewater capacity revealed constraints with the full build-out of the Clarkson GO MTSA. The Region of Peel is currently undertaking servicing master plans that will help determine the timing and delivery of watermain and sanitary sewer improvements needed to accommodate forecasted growth. As a priority area for growth and intensification, approval of the proposed policy amendments will inform the Region's plans for servicing capacity improvements. <p><u>Public and Community Services</u></p> <ul style="list-style-type: none"> The Peel District School Board and Dufferin-Peel Catholic District School Board indicated sufficient school capacity is available nearby. Additional park space will be required to accommodate growth and has been identified in the proposed policy amendments.
<p>d) The municipality has sufficient employment lands to accommodate projected employment growth to the horizon of the approved official plan.</p>	<ul style="list-style-type: none"> The draft Mississauga Official Plan 2051 identifies Employment Areas across the City to ensure there is sufficient land supply to accommodate projected employment growth. The Southdown Employment Area encompasses 745 hectares of land. The proposed policy amendments will remove approximately 1.3% of the total land area within the Southdown Employment Area (~10 hectares). As most of the lands recommended for removal are already developed with retail and service commercial uses and transit-related parking, they are unlikely to contribute land supply for future Employment Area uses that generally benefit from separation with sensitive uses (e.g., manufacturing, warehousing). The current Mixed Use designation for the lands recommended for removal permit a range of employment uses including office, retail and service commercial uses. These land use permissions are proposed to be maintained on the lands.

Conversion Criteria	Staff Analysis
	<ul style="list-style-type: none">• Policy 10.2.6.3 of the Mississauga Official Plan 2051 requires the replacement of the existing non-residential gross floor area as part of any redevelopment of Mixed Use designated lands. The proposed policy amendments will require new non-residential uses along key streets. These policies will help ensure that the lands can contribute jobs, amenities and services needed to support transit-supportive development in the area.

Region of Peel Official Plan 2051 (RPOP)

The Minister of Municipal Affairs and Housing approved the current RPOP with modifications on November 4, 2022. On July 1, 2024, the upper-tier planning responsibilities of the Region were transferred to the local municipalities. As of that date, RPOP constitutes an official plan of the City of Mississauga and remains in effect until the City revokes it or amends it to provide otherwise.

RPOP outlines a comprehensive land use policy framework to guide growth and development within the Region to 2051. It includes policy direction on housing and growth management, long-term planning for employment and infrastructure, and climate change.

Conformity with RPOP Employment Area Policies

RPOP policies allow for the introduction of sensitive uses in Employment Areas for select MTSA's such as the Clarkson GO, subject to the satisfactory completion of a municipally-initiated study. Policy 5.8.36 lists nine (9) criteria that must be addressed. With the transfer of upper tier planning responsibilities to the local municipalities, the municipally-initiated planning study must be completed to the satisfaction of the City of Mississauga.

The proposed policy amendments represent the final step to completing the planning study since it was initiated in 2018. A full account of the planning study is provided as part of the Clarkson Master Plan. The policy amendments are proposed as modifications to the Council-adopted Mississauga Official Plan 2051 that has been sent to the Province for final approval. It is staff's opinion that the policy amendments conform to RPOP. Staff's analysis of RPOP policy 5.8.36 is provided in Table 2. A similar analysis was completed as part of the Clarkson Master Plan.

Table 2: Staff Evaluation of Policy 5.8.36 of RPOP

Conversion Criteria	Staff Analysis
<p>a) Identify the area where residential uses would be permitted</p>	<ul style="list-style-type: none"> • The proposed policy amendments include several maps showing the area where residential uses will be permitted. • Changes to several maps in the Clarkson Village Growth Node Chapter (e.g., Map 14.1: Growth Nodes and Map 14-2.2: Clarkson Village Growth Node Character Area) show the expansion of Clarkson Village to encompass lands that are recommended to be removed from the Southdown Employment Area (among other changes). • Maps 16-1: Employment Areas and 16-13: Southdown Employment Area show the removal of the same lands from the Southdown Employment Area. • With the re-location of select lands from the Southdown Employment Area to the Clarkson Village Community Node, residential uses will be permitted on those lands that are designated Mixed Use as shown in Schedules 7, 7L and 8r.
<p>b) The requirements of Policy 5.6.19.9 of this Plan</p>	<ul style="list-style-type: none"> • Policy 5.6.19.9 of the Region’s Official Plan states: <i>Direct the local municipalities to establish policies in their official plan for each Primary and Secondary Major Transit Station Area delineated on Schedule E-5 in accordance with Section 16(16) of the Planning Act within 1 year from the date of provincial approval, to the satisfaction of the Region that addresses the following:</i> <i>(a) The minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the delineated boundary in accordance with Table 5 of this Plan;</i>

Conversion Criteria	Staff Analysis
	<p>(b) <i>The authorized use of land in the area and buildings and structures within the delineated boundary; and,</i></p> <p>(c) <i>c) The minimum densities that are authorized with respect to buildings and structures in the delineated boundary.</i></p> <ul style="list-style-type: none"> • RPOP sets out a minimum density target of 150 residents and jobs, collectively per hectare for the Clarkson GO MTSA. • As part of the Clarkson GO MTSA Study, a Master Plan was developed showing how the lands could redevelop based on the recommended policy changes to land uses, building heights and densities. The Master Plan envisions 15,200 persons (new and existing) and 2,400 jobs (new and existing) for a total 17,600 combined persons and jobs in total. This represents a density of 215 persons and jobs combined per hectare, which exceeds the minimum density target of 150 combined persons and jobs per hectare required for the Clarkson GO MTSA. • Schedules 7, 7L and 8r show the land use designations, including proposed changes, within the Clarkson GO MTSA. The proposed changes expand the Mixed Use designation to allow for more mixed use, transit-supportive development within the area recommended for removal from the Southdown Employment Area. Schedule 8r shows changes to maximum building heights. • Minimum densities are shown in Table 11-1: Protected Major Transit Station Areas of the draft Mississauga Official Plan 2051.
c) Land use compatibility in accordance with provincial	<ul style="list-style-type: none"> • Land use compatibility was addressed as part of the Clarkson GO MTSA Study in accordance with provincial standards, guidelines and procedures. Lands where there is the

Conversion Criteria	Staff Analysis
standards, guidelines, and procedures	<p>potential for significant land use compatibility conflicts are not recommended for removal from the Southdown Employment Area.</p> <ul style="list-style-type: none"> • Further analysis is provided in Table 1 as part of the evaluation of PPS policy 2.8.2.5.b.
d) An overall net increase to the total jobs planned for the Employment Area within the delineated boundary	<ul style="list-style-type: none"> • Approximately a third of the Southdown Employment Area lands within the Clarkson MTSA is proposed to be removed to allow for a broader mix of uses (e.g. residential). For the area being removed from the Southdown Employment Area, draft policies are recommended that will help achieve an overall net increase in the planned number of jobs. They include: <ul style="list-style-type: none"> ○ replacement of existing non-residential floor space as part of any redevelopment on lands designated Mixed Use (as per Policy 10.2.6.3 of Mississauga Official Plan 2051); ○ requirement for non-residential uses on the ground floor of new buildings along key streets; and, ○ allowing for a full range of employment generating uses such as office, retail and service commercial uses as part of the Mixed Use designation.
e) How the viability of adjacent Employment Areas will be protected from the impacts of sensitive land uses, including mitigation measures and at the direction of the local municipality, an assessment of various environmental	<ul style="list-style-type: none"> • The introduction of new housing and other sensitive uses will be balanced with maintaining the long-term economic viability of surrounding employment uses. The removal of all lands from the Southdown Employment Area in the Clarkson MTSA is not recommended. Instead, only some lands are recommended for removal based on the findings of several technical studies (i.e., land use compatibility study, air quality study and human health assessment). Sensitive land uses are limited to areas with the least potential impact to industry. This will help ensure the continued viability of the Southdown Employment Area.

Conversion Criteria	Staff Analysis
<p>considerations such as impact on local airsheds</p>	<ul style="list-style-type: none"> • For lands being removed from the Southdown Employment Area, the technical studies also identified typical mitigation measures and recommended they be confirmed as part of the development review process for sensitive land uses. • Further analysis is provided in Table 1 as part of the evaluation of PPS policy 2.8.2.5.b.
<p>f) The mix and ratio of jobs by type (e.g. office, manufacturing, institutional)</p>	<ul style="list-style-type: none"> • The development of a mixed use neighbourhood, and the preservation of much of the existing Southdown Employment Area in the delineated MTSA boundary ensures a diversity and mix of jobs, both existing and new that includes office, manufacturing and commercial jobs.
<p>g) That higher order transit is planned for the Major Transit Station Area within the planning horizon</p>	<ul style="list-style-type: none"> • The Clarkson GO Transit Station is served by higher order transit along the Lakeshore West GO Line. Improvements are underway that will enable 15 minute, all day service on the Lakeshore West GO Line.
<p>h) The development of complete communities and transit-supportive densities including employment uses</p>	<ul style="list-style-type: none"> • The proposed policy amendments include a vision and set of policies to facilitate the development of a complete community with transit-supportive densities. New residential and non-residential uses, parks, streets and pedestrian connections are proposed that will serve existing and future residents and contribute to complete communities. Full build out of the Clarkson GO MTSA is conservatively estimated to result in 5,000 additional homes and an overall density of 215 people plus jobs per hectare.

Conversion Criteria	Staff Analysis
i) Demonstrate how transit-supportive employment densities will be achieved	<ul style="list-style-type: none">• The proposed land uses in combination with maximum building heights will allow for the achievement of the minimum density target and the full-build out of the Clarkson GO MTSA.• As part of the planning study and Clarkson Master Plan, a Demonstration Plan was prepared that provides a potential scenario for development based on recommended land use, building, road and park policies. This has been used to generate a future density scenario of over 200 persons and jobs combined per hectare, which exceeds the minimum density target for the Clarkson GO MTSA of 150 persons and jobs combined per hectare.• A maximum building height of 25 storeys is recommended on the lands being removed from the Southdown Employment Area. The air quality study and human health assessment were completed based on a proposal for sensitive uses with building heights of up to 25 storeys. Requests to increase maximum building heights beyond 25 storeys will require further air quality evaluation to ensure there are no adverse effects.• Proposed land use policy changes will require new retail and service commercial uses on the ground floor of key streets such as the new north-south Main Street that will contribute additional jobs and employment density within the Clarkson GO MTSA.

Mississauga Official Plan 2051 (MOP 2051)

Mississauga's Official Plan directs growth and outlines the City's goals to 2051. The City has undertaken its ten-year review and update of the Official Plan, and Council adopted MOP 2051 on April 16, 2025. MOP 2051 will be in force and effect following approval by the Minister of Municipal Affairs and Housing. Upon approval, MOP 2051 will replace both the current Mississauga Official Plan and the Region of Peel Official Plan (2022). The proposed policy modifications align with key MOP 2051 policies that support complete communities and housing diversity. They advance the creation of a multi-modal city by encouraging active transportation and compact, transit-supportive development. They also ensure the continued long-term viability of the Southdown Employment Area for current and future economic uses.

Directing New Development

Most of Mississauga's future growth will be directed to Strategic Growth Areas (SGAs), which include the Clarkson Village Growth Node and the Clarkson GO MTSA. SGAs are to be attractive, mixed-use areas, developed at densities that can support frequent transit service, walkability and physical and social infrastructure. MTSAs are an overlay and their boundaries may include one or more City Structure elements and Character Areas. The City Structure establishes a hierarchy associated with the scale and intensity of use and has a policy framework that guides height, density and land use requirements. City-initiated Official Plan updates and reviews constitute the appropriate process to evaluate changes in the City's City Structure. The policy modifications identify clear land

use permissions within the Clarkson GO MTSA and the appropriate type and scale of development as directed by the PPS 2024. They propose an expansion to the Clarkson Village Growth Node to allow for more housing. They also maintain the integrity of the Southdown Employment Area, protecting economic investment and jobs in area.

Sustaining the Natural Environment

MOP 2051 focuses on building communities that are compact, low carbon, mixed use, and transit supportive. Focusing population and employment growth along higher order transit corridors and its stations reduces reliance on the automobile as the primary mode of transportation, while also improving air quality at the same time. Active transportation such as cycling provides further options for residents. MOP 2051 also contains natural environment policies that prioritizes the protection, restoration, expansion and enhancement of the City's natural areas. The policy modifications amend land use designations to build more homes as part of a mixed-use complete community with access to services, amenities and parks. The modifications identify walking paths, trails and cycling facilities to promote active transportation. They also plan for new parks to foster social interaction and improve access to green space. The importance of protecting and enhancing Sheridan Creek as a naturalized green space is also recognized.

MOP 2051 policies require sensitive land uses to be planned and developed to avoid being located adjacent to existing major facilities, including industrial activities to protect their long-term operation and economic role. Incompatible land uses such as sensitive land uses and those uses that are sources of noise,

odour and dust are to be separated and/or the nuisances mitigated, so they do not interfere with each other. The policy modifications maintain an adequate separation between sensitive uses and heavy industry in accordance with provincial guidelines.

Housing Choices and Affordable Homes

In order to meet its current and future projected growth, MOP 2051 enables 370,000 new residential unit opportunities. It requires an appropriate mix of housing by density, type and affordability across the City. In SGAs and MTSAs, the creation of a broad range of housing options are encouraged. Inclusionary zoning applies within the Clarkson GO MTSA. The policy modifications would contribute to the 370,000 residential unit opportunities already enabled by MOP 2051 by allowing for an additional 5,000 homes.

Getting Around Our Communities

As Mississauga grows, a multimodal transportation system will connect people where they live, work, learn, place, shop and access amenities. MOP 2051 requires the creation of a complete street network that is efficient, safe and barrier-free, prioritizes the safety of vulnerable street users, prioritizes transit, pedestrian and cycling access and routes, provides connectivity among transportation modes, and provides for goods movement. MOP 2051 protects for new streets and rights-of-ways with the goal of creating complete streets. The policy amendments identify new streets to support a multimodal transportation system, accommodate planned growth and

create complete streets. New walkways, trails and cycling facilities are also identified.

Well Designed Healthy Communities

MOP 2051 establishes an urban form and design framework that complements the City Structure and supports a resilient, healthy and accessible city. Within SGAs, an urban form that promotes a diverse mix of uses and supports pedestrian movement, transit and active transportation will be required. Development within Employment Areas will promote good urban design. The policy modifications require the design of new buildings, the public realm, including streetscapes and public parks, to contribute to a walkable, complete community. This includes requiring buildings to have active frontages when adjacent to the new centrally-located public park and the proposed north-south main street.

Supporting Jobs and Businesses

MOP 2051 requires that an adequate supply of lands be maintained to accommodate the City's growth forecasts and support a vibrant and sustainable economy. Mississauga will concentrate high-density employment uses such as major office in MTSAs and other SGAs. Within Employment Areas, MOP policies support the continued operation of existing industrial uses and discourage employment uses and sensitive lands uses in vicinity of existing industrial land uses that would require industrial users to significantly modify their operations, cause industry to be in non-compliance with pertinent standards and inhibit development of designated industrial lands for their intended purpose. The policy modifications permit the

concentration of major office uses on lands designated Mixed Use. These lands are intended to have the highest mix of uses to generate both employment and housing, and support the vision of a walkable, transit-supportive community. Sensitive uses are not recommended where they may negatively impact the continued viability of industry.

Land Use Designations

Land use designations are a high-level planning tool that describe the use and form of development permitted on a parcel of land. MOP 2051 has city-wide policies for all land use designations. Chapters 11 to 16 contain modifications to the general policies. Lands within MTSA are subject to density, height and land use policies and schedules related to the applicable MTSA. In the event of a conflict between these policies and other policies and schedules within MOP 2051, MTSA policies and schedules will take precedence, where applicable. The policy modifications to the general land use designation policies of Chapter 10 will help in the achievement of transit-supportive, complete communities, and support more housing opportunities. Several parcels of land are recommended to be re-designated for a mix of uses, and residential high-rise and mid-rise uses.

Transit Communities (MTSAs)

MTSAs will be developed to accommodate future growth with a balance of residents and jobs through a diverse mix of land uses, housing options, employment and amenities that support planned transit and active transportation. Each MTSA is unique and will be planned based on its local context and growth

potential and limitations to determine appropriate densities and transit-supportive development. MTSAs may include more than one City Structure element. Each MTSA has a minimum density target, and associated land use and building height maps that enable achievement of the minimum density target.

MOP 2051 requires that development contribute to the creation of transit-supportive communities. This includes planning for a broad and balanced mix of uses, including a range of employment uses. MOP 2051 recognizes that some MTSAs will have limited opportunities to accommodate a mix of uses and varying building forms due to existing and planned context. Development will provide high quality and pedestrian friendly public realm improvements. Development within MTSAs will be compatible with surrounding uses, mitigate impacts to and not interfere with existing or future operations of Employment Area uses and employ appropriate mitigation and compatibility measures. Development proposing sensitive land uses adjacent to lands designated for employment area uses is subject to compatibility requirements to ensure an appropriate living environment, and maintain the ongoing viability of surrounding employment lands. Development will be phased to ensure appropriate transportation and municipal servicing infrastructure are available to service development.

The policy modifications will enable development to exceed minimum density requirements. Changes to the City Structure, land use permissions and maximum building heights will enable more housing and require a mix of uses to achieve a walkable, transit-supportive community. Lands designated for employment uses will continue to contribute opportunities for jobs and investment. Sensitive land uses are not recommended

where significant land use compatibility issues have been identified and the overall viability of surrounding employment lands and industrial operators may be impacted. Urban design policy modifications will help achieve a walkable, transit-supportive built form. Development applications will be required to submit a detailed phasing plan to ensure development occurs in a logical manner and provide timely delivery of infrastructure improvements.

Growth Nodes

Growth Nodes are a key component of Mississauga's SGAs. They will be attractive, mixed use areas developed at densities that are sufficiently high to support frequent transit and a variety of services and amenities. Development in Growth Nodes will support the achievement of complete communities with diverse employment opportunities, community infrastructure and a range of housing options. Growth Nodes will be planned to reflect their role in the City Structure. Active transportation movement is also a priority. The policy modifications expand the Clarkson Village Growth Node within the Clarkson GO MTSA with the creation of two new Districts – Station District and Walden-Bonneymede District. Lands designated Mixed Use in the Station District will support the achievement of a complete community with a new centrally-located public park, a north-south main street with access to services and amenities, and a range of housing options. The policy modifications also identify new active transportation infrastructure.

Employment Areas

Employment Areas are designated for clusters of business and economic uses including manufacturing, research and development in connection with manufacturing, goods movement, associated retail and office, and ancillary facilities. The Clarkson GO MTSA includes lands within the Southdown Employment Area. Development within 300 metres of Employment Areas shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long term viability of employment uses, in accordance with provincial guidelines. Land removal from an Employment Area are subject to criteria established in the PPS 2024 and included in MOP 2051.

The policy modifications remove land from the Southdown Employment Area that have been demonstrated to meet the conversion criteria. Consistent with the PPS 2024 and MOP 2051, the policy modifications emphasize avoidance of potential compatibility issues between sensitive uses and employment uses. They also require the most technically advanced air quality model be used in an air quality study.

Special Sites

Special sites are sites that merit special attention. They are areas with unique circumstances but still complement and support the long term vision of MOP 2051. The policy modifications add a new special site to allow the continuation of motor vehicle uses on a site where they currently exist, and which is recommended to be removed from the Southdown Employment Area.