Notice of Passing of an Official Plan Amendment (OPA 141)

City-Initiated By-law affecting lands located along the Dundas Street corridor including the following Character Areas: Dixie-Dundas Community Node, the Applewood Neighbourhood, Cooksville Neighbourhood, Erin Mills Neighbourhood, Erindale Neighbourhood, Mississauga Valleys Neighbourhood, Sheridan Neighbourhood, Dixie Employment Area, Mavis-Erindale Employment Area, and the Western Business Park Employment Area in the City of Mississauga.

Date of Decision:	August 10, 2022
Date of Notice:	August 18, 2022
Last Date of Appeal:	**September 7, 2022**

TAKE NOTICE that on August 10, 2022, the Council of the Corporation of the City of Mississauga passed By-law 0192-2022, to amend the Official Plan, under Sections 17 or 21 of the Planning Act, R.S.O., 1990, c.P.13 as amended. Council has considered the written and oral submissions from the public on this matter.

THE PURPOSE AND EFFECT of the Official Plan Amendment is to add policies pertaining to lands along the Dundas Street Corridor.

WHEN THE DECISION IS FINAL

The proposed official plan amendment is exempt from approval by the Regional Municipality of Peel. The decision of the City of Mississauga is final if a Notice of Appeal is not received on or before the last date of appeal noted above.

Only individuals, corporations and public bodies may appeal a by-law to the Ontario Land Tribunal. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the official plan amendment and/or by-law was passed, the person or public body made oral submissions at a public meeting or written submissions to the Council c/o the Planning and Building Department or, in the opinion of the Ontario Land Tribunal, there are reasonable grounds to add the person or public body as a party.

IF YOU WISH TO APPEAL to the Ontario Land Tribunal, a copy of an appeal form is available from the OLT website at https://olt.gov.on.ca/. An appeal may be filed by registered mail or courier addressed to the Clerk of the City of Mississauga, Attention: Diana Rusnov, 300 City Centre Drive, Mississauga, ON L5B 3C1, no later than **September 7, 2022**.

The Notice of Appeal must:

1) set out reasons for the appeal;
2) be accompanied by the fee prescribed under the *Ontario Land Tribunal Act* in the amount of $1,100.00 per application, payable by certified cheque or money order to the Minister of Finance. A copy of the Ontario Land Tribunal Fee Schedule may be found at https://olt.gov.on.ca/appeals-process/fee-chart/
3) be accompanied by a fee in the amount of $300.00, payable to the City of Mississauga.

MORE INFORMATION: A copy of the Official Plan Amendment in its entirety can be found at www.mississauga.ca/portal/cityhall/publicnotices, or from **Bashar Al-Hussaini** of the City of Mississauga, Planning and Building Department at (905) 615-3200 X**5177.**

Mailing Address for Filing a Notice of Appeal

City of Mississauga
Office of the City Clerk,
300 City Centre Drive, 2nd Floor,
Mississauga ON L5B 3C1

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0192-2022

A by-law to Adopt Mississauga Official Plan Amendment No. 141

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

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

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

AND WHEREAS, Amendment No. 141 does not come into force and effect prior to the Region of Peel Official Plan as adopted by Region of Peel By-law 20-2022 being in-effect and approved by the Minister;

AND WHEREAS, in the event the Province makes modifications to the Region of Peel Official Plan as adopted by Region of Peel By-law 20-2022 and there is a conflict between it and the Mississauga Official Plan Amendment No. 141, the modified Region of Peel Official Plan will prevail to the extent of the conflict but in all other respects Mississauga Official Plan Amendment No. 141 remains in effect;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 141, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding policy changes and mapping modifications within the Dundas Street Corridor;

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

1. The document attached hereto, constituting Amendment No. 141 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 10th day of August, 2022.

Approved by Legal Services **City Solicitor** City of Mississauga
MEM
Michal E. Minkowski
Date: August 3, 2022
File: CD.04-DUN

Bonnie Crombie

MAYOR

CLERK

Amendment No. 141

to

Mississauga Official Plan

By-law No. 0192-2022

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AND WHEREAS, in the event the Province makes modifications to the Region of Peel Official Plan as adopted by Region of Peel By-law 20-2022 and there is a conflict between it and the Mississauga Official Plan Amendment No. 141, the modified Region of Peel Official Plan will prevail to the extent of the conflict but in all other respects Mississauga Official Plan Amendment No. 141 remains in effect;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 141, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

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

1. The document attached hereto, constituting Amendment No. 141 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 10th day of August, 2022.

Signed Bonnie Crombie
MAYOR

Signed
CLERK

Amendment No. 141

to

Mississauga Official Plan

The following text and Maps "A1" to "A3", "B1" to "B3", "C1" to “C3", and "D1" to "D3" attached constitute Amendment No. 141.

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

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

Appendix II is a copy of the Planning and Building Department report dated June 10, 2022, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to add policies pertaining to lands along the Dundas Street Corridor.

LOCATION

The lands affected by this Amendment are located along the Dundas Street corridor including the following Character Areas: Dixie-Dundas Community Node, the Applewood Neighbourhood, Cooksville Neighbourhood, Erin Mills Neighbourhood, Erindale Neighbourhood, Mississauga Valleys Neighbourhood, Sheridan Neighbourhood, Dixie Employment Area, Mavis-Erindale Employment Area, and the Western Business Park Employment Area.

BASIS

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

The policy framework will guide development to achieve mixed use communities that provide a range of housing options, employment, retail and service commercial uses and community facilities.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposed Amendment supports the Dundas Connects Master Plan to create transit-supportive development along the Dundas Street Corridor to achieve a complete community.

2. The proposed Amendment implements key guiding principles that promote a strong and sustainable diversified economy; provides a range of mobility options; plans for housing, jobs and community infrastructure resources; and supports the creation of a distinct, vibrant, and complete community.

3. The proposed Amendment permits redevelopment of the subject lands as an intensification area or strategic growth area where growth is directed and planned for as a complete community including a mix of housing, retail, office, culture, institutional and community uses.

4. The policies include appropriate heights and land uses that will meet the required minimum densities for Major Transit Station Areas and supports mixed use transit-supportive development.

Notes included throughout this Amendment are for information purposes only and do not form part of this Amendment.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Mississauga Official Plan Amendment No. 141 will not come into force and effect until the Region of Peel Official Plan, adopted by Region of Peel By-law 20-2022, is approved by the Minister of Municipal Affairs and Housing, and this deferral of Mississauga Official Plan Amendment No. 141 shall apply to all the following policies and schedules to be amended.

2. Section 5.4, Corridors, of Mississauga Official Plan, is hereby amended by adding the following after Policy 5.4.15:

   Dundas Street Corridor

   Dundas Street will continue its evolution towards a dynamic, urban, mixed-use corridor with multiple options for mobility including walking, cycling, and rapid transit. It will have a mix of residential, commercial and employment uses within a predominantly mid-rise built form with active storefronts, community facilities, public service facilities, integrated open spaces and amenities that result in an enhanced pedestrian experience. New public streets and pedestrian connections will be introduced to create smaller walkable blocks and multiple routes to key destinations.

   Building heights will vary along the Corridor to reflect the City Structure and to visually emphasize key intersections. Buildings with the greatest heights will be located in proximity to the Dixie GO station area where several rapid transit lines intersect. The tallest mid-rise buildings will be located at the intersections of, Winston Churchill Boulevard, Erin Mills Parkway, Erindale Station Road, and Cawthra Road, with lower building heights in between these areas.

   The Dundas Street Corridor will see growth in population and employment, while respecting existing communities, businesses, and industries. Development along the Corridor will support existing employment uses and industries. Not all lands along the Corridor will be able to accommodate the introduction of new sensitive land uses such as residential, due to land use compatibility issues.

   5.4.16 Lands within the Dundas Street Corridor correspond to the delineated boundaries of the protected ***Major Transit Station Areas*** located along Dundas Street extending from the City of Toronto in the east to the Town of Oakville in the west as shown on Map 5-2: Dundas Street Intensification Corridor.

   (Note: 5.4.17 See Mississauga Official Plan Amendment No. 142).

   5.4.18 Development will be designed and located to:

   a. ensure sufficient minimum ground floor building heights to accommodate changes in uses over time;

   b. incorporate podiums that are generally a minimum of 3 storeys and a maximum of six storeys except where the building height is 9 storeys or less;

   c. introduce flexible ground floor non-residential spaces that are easily convertible to accommodate a diverse range of businesses that promote the vibrancy of Dundas Street;

d. achieve a consistent streetwall with building indentations provided as visual relief;

e. promote active frontages in mixed-use buildings with ground floor uses that animate the street;

f. prohibit surface parking between a building and the street;

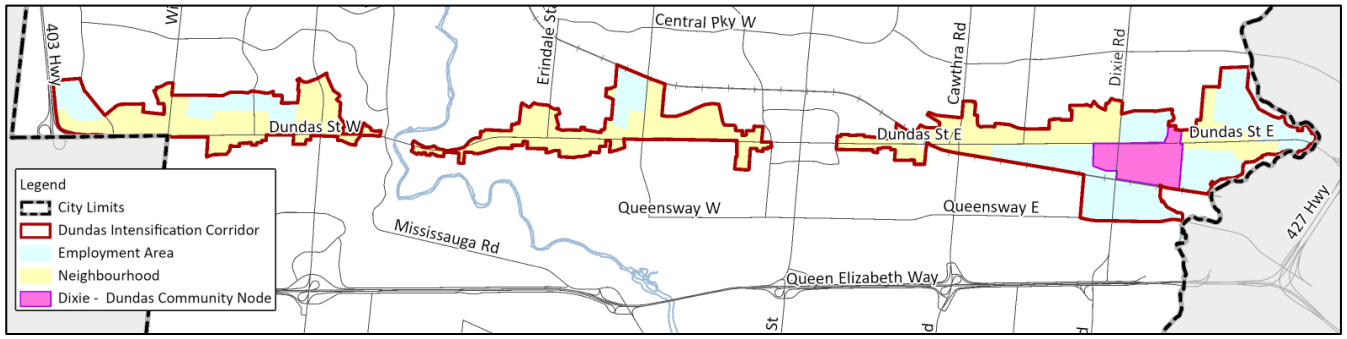
g. incorporate underground parking and for above grade structured parking, to be completely screened by active uses along street frontages;

h. achieve transition to surrounding lands designated low density residential through angular plane provisions;

i. incorporate stepbacks between the podium and the tower portion of the building fronting Dundas Street;

j. maintain minimum separation distances between buildings to ensure sufficient access to sunlight, sky views and privacy; and

k. achieve noise attenuation of common private outdoor amenity areas through site design, building design and location, instead of noise walls.



MAP 5-2 DUNDAS STREET INTENSIFICATION CORRIDOR

5.4.19 Land use compatibility assessments will be required to determine the suitability of sensitive land uses, such as residential, in proximity to employment areas.

5.4.20 Intensification and development on lands within the regulatory storm flood plain that poses an unacceptable risk, will not be permitted prior to the completion of City-initiated flood studies and the construction of recommended mitigation measures, where necessary.

5.4.21 An expanded parkland and open space system will provide green, safe, attractive public spaces that include a range of social and recreation activities, as well as connections to the Etobicoke Valley, Culham and Glen Erin Trail systems. The exact location, configuration, size and design of future parks will be determined through the development application process.

5.4.22 The road network will be expanded to provide increased connectivity, a fine grained multi-modal transportation network, and encourage multi-modal access as shown conceptually in Figures 5-16.1 and 5-16.2, to:

a. address through the development application process, the design, access requirements and public/private responsibilities for roads and pedestrian connections;

b. create smaller development blocks with new roads and pedestrian connections; and

c. prioritize pedestrian and cycling connections to transit facilities.

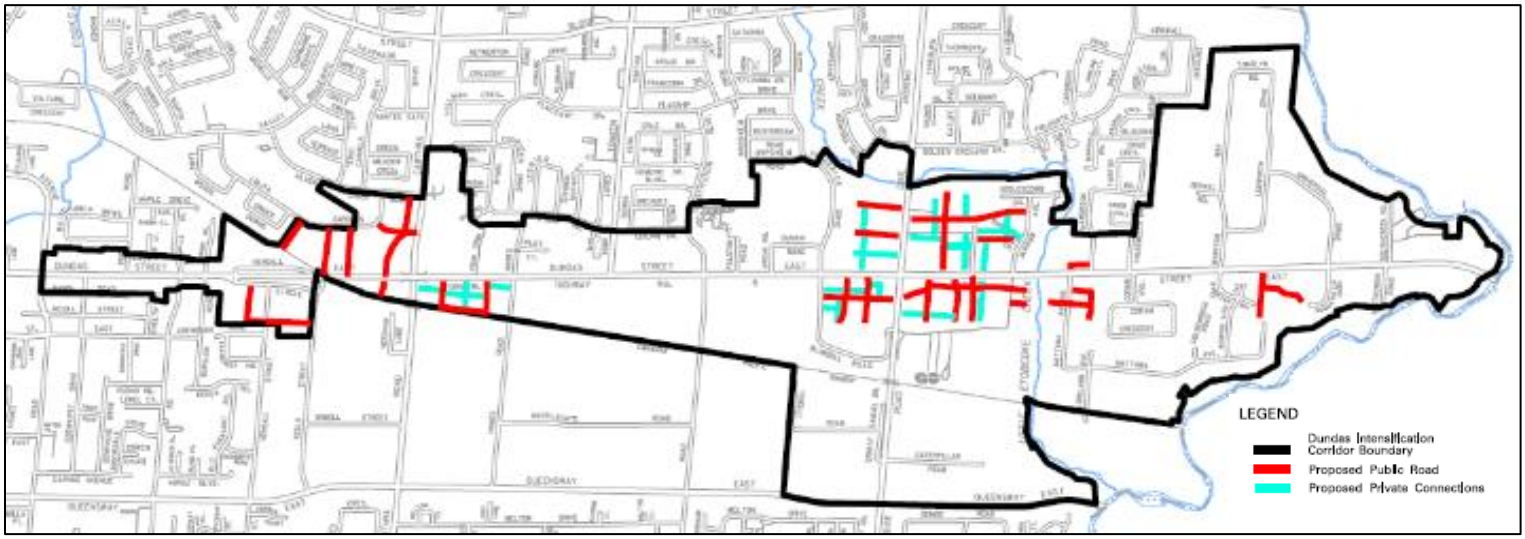


Figure 5-16.1: Conceptual road network expansion within and adjacent to the Dundas Street corridor east of Hurontario Street.

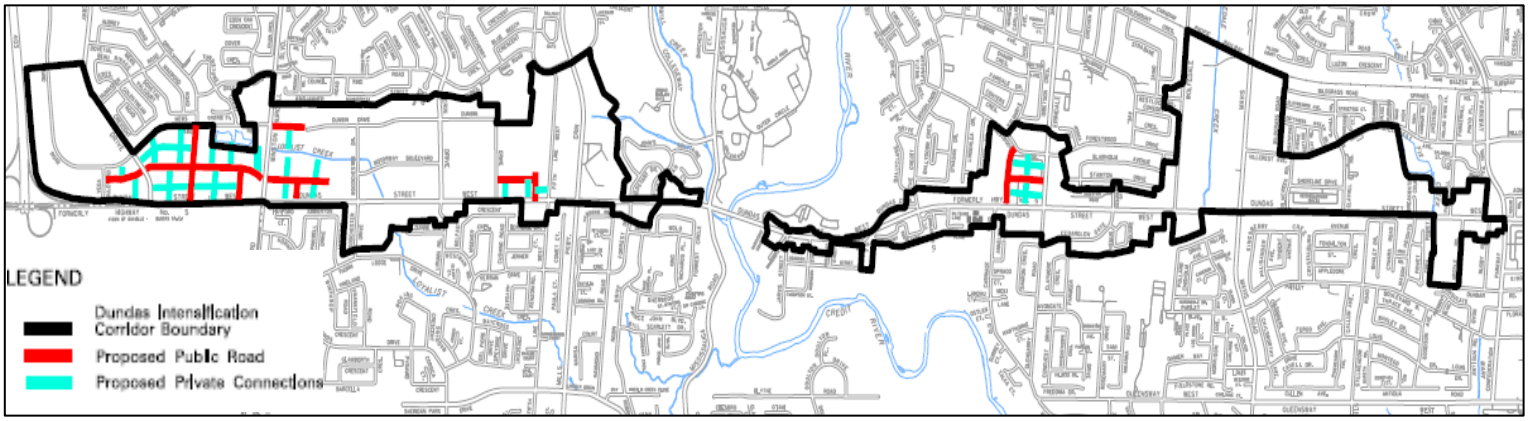
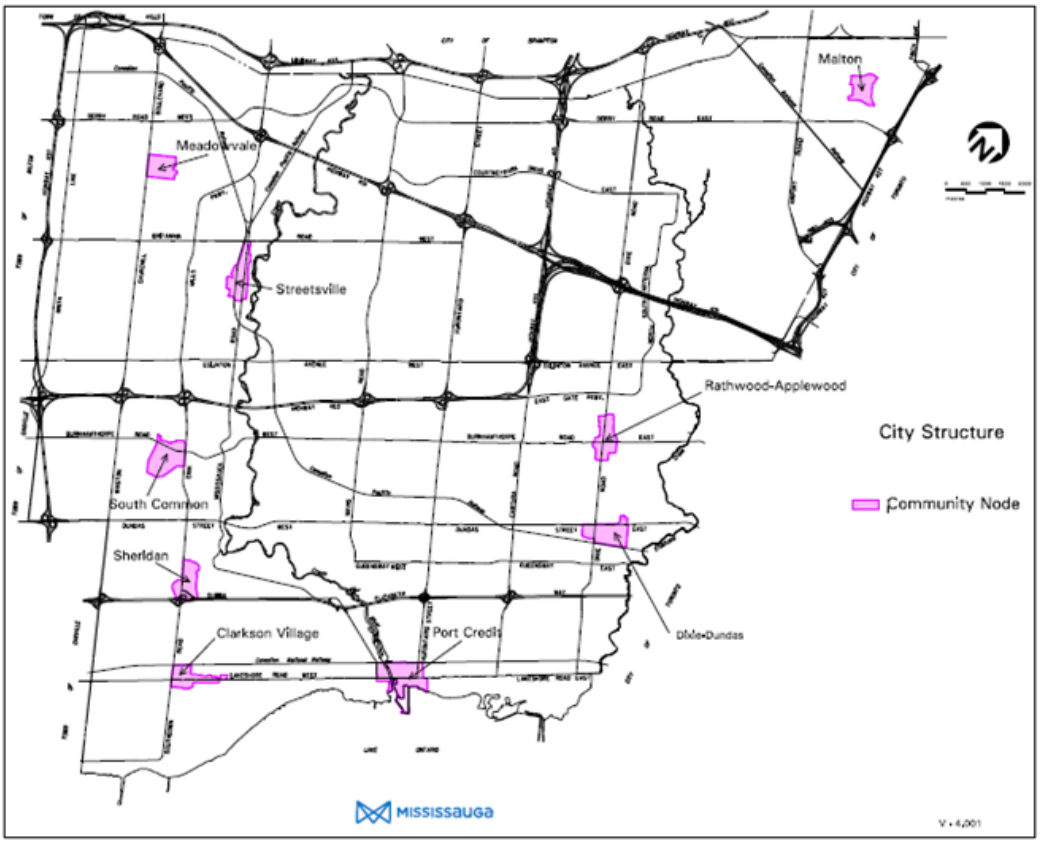


Figure 5-16.2: Conceptual road network expansion within and adjacent to the Dundas Street corridor west of Hurontario Street.

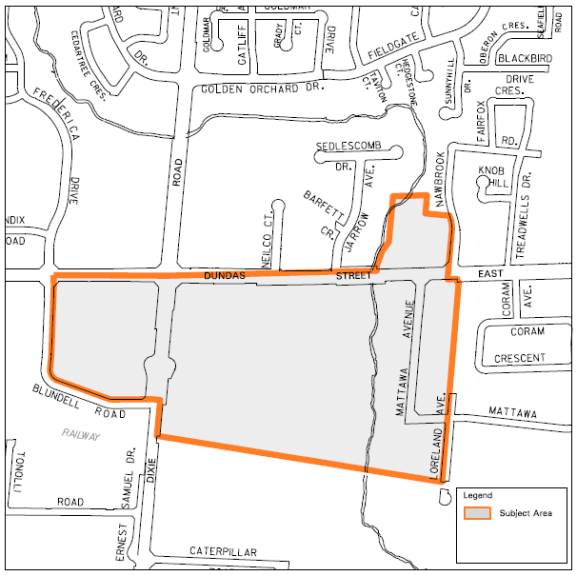
3. Section 14.1, Introduction, Community Nodes, of Mississauga Official Plan is hereby amended by deleting Map 14-1: City Structure – Community Nodes, and replacing it with the following:



MAP 14-1: CITY STRUCTURE – COMMUNITY NODE

4. Section 14.3, Dixie-Dundas, Community Nodes, of Mississauga Official Plan is hereby amended by deleting the first paragraph.

5. Section 14.3, Dixie-Dundas, Community Nodes, of Mississauga Official Plan is hereby amended by deleting Map 14-3: Dixie-Dundas Community Node Character Area and replacing it with the following:



MAP 14-3: DIXIE-DUNDAS COMMUNITY NODE CHARACTER AREA

6. Section 14.3, Dixie-Dundas, Community Nodes, of Mississauga Official Plan is hereby amended by adding the following:

14.3.1 Introduction

The Dixie-Dundas Community Node is located within the Dundas Street Corridor and encompasses the major intersection of Dundas Street East and Dixie Road. It forms part of the Wharton and Dixie GO protected ***Major Transit Station Areas***.

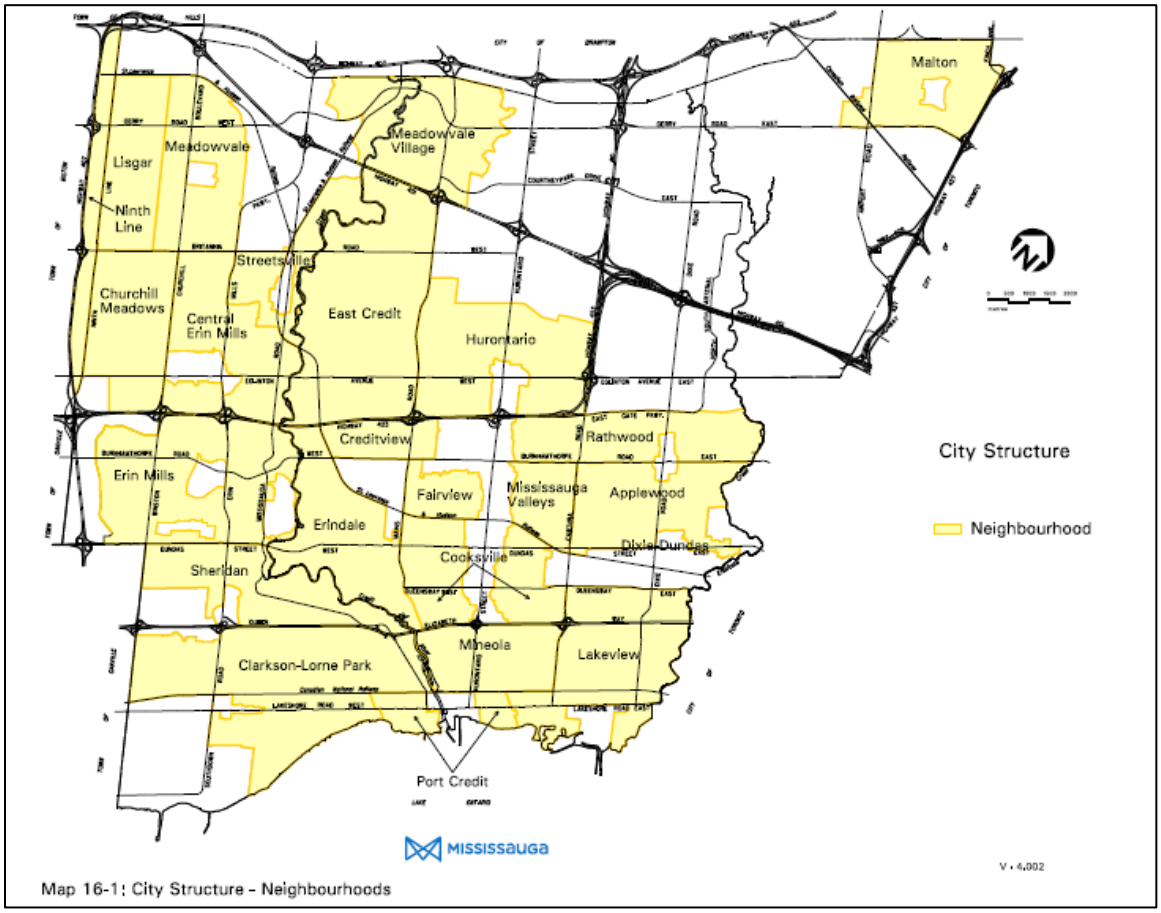
The Community Node is bisected by the Little Etobicoke Creek natural area and will encompass a range of land uses such as employment, commercial, retail, and residential. The Dixie GO Station, located adjacent to the southern boundary of the Community Node, serves as a transit link to surrounding areas.

14.3.2 Vision

The Dixie-Dundas Community Node will evolve to be a unique mixed-use community that is well served by higher order transit, such as the Dixie GO Station and the Dundas Bus Rapid Transit. It will include diverse employment, commercial, and residential uses. A range of housing options, forms and tenure will be provided to meet the needs of a diverse and growing community. The natural heritage of the Little Etobicoke Creek will be protected and enhanced by expanding the existing parks and open space system and enhancing the existing trail network.

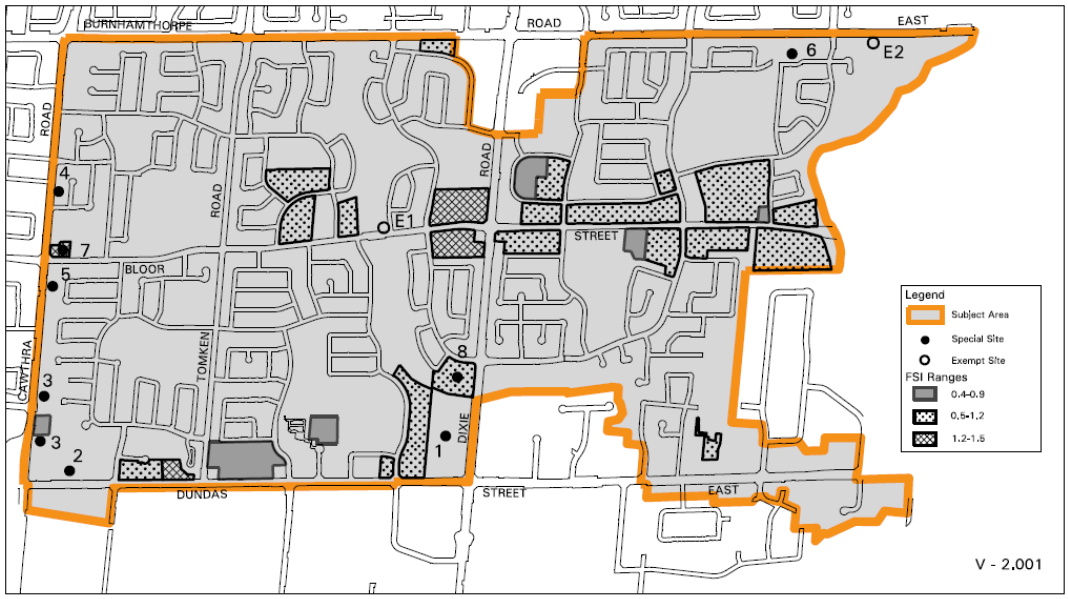
Growth will be compatible with surrounding employment and residential uses supported by multi-modal connections to nearby amenities.

7. Section 16.1, Introduction, of Mississauga Official Plan is hereby amended by deleting Map 16-1: City Structure - Neighbourhoods and replacing it with the following:



Map 16-1: City Structure - Neighbourhoods

8. Section 16.2, Applewood Neighbourhood Character Area, of Mississauga Official Plan is hereby amended by deleting Map 16-2: Applewood Neighbourhood Character Area and replacing it with the following:



9. Section 16.2.2, Urban Design Policies, of Mississauga Official Plan, is hereby amended by deleting Policy 16.2.2.2, and replacing it with the following:

   16.2.2.2 Dundas Street East is a higher-order transit corridor that crosses through a number of protected ***Major Transit Station Areas.*** Lands along and adjacent to Dundas Street East have the potential to accommodate future growth within mixed use development, providing a range of housing types and affordability options. Emphasis on connectivity and multi-modal access along the corridor will be integrated with appropriate built form and an enhanced parks and open space system, as per the Dundas Corridor policies of this Plan.

10. Section 16.2.2, Urban Design Policies, of Mississauga Official Plan, is hereby amended by deleting policies 16.2.2.3 and 16.2.2.4.

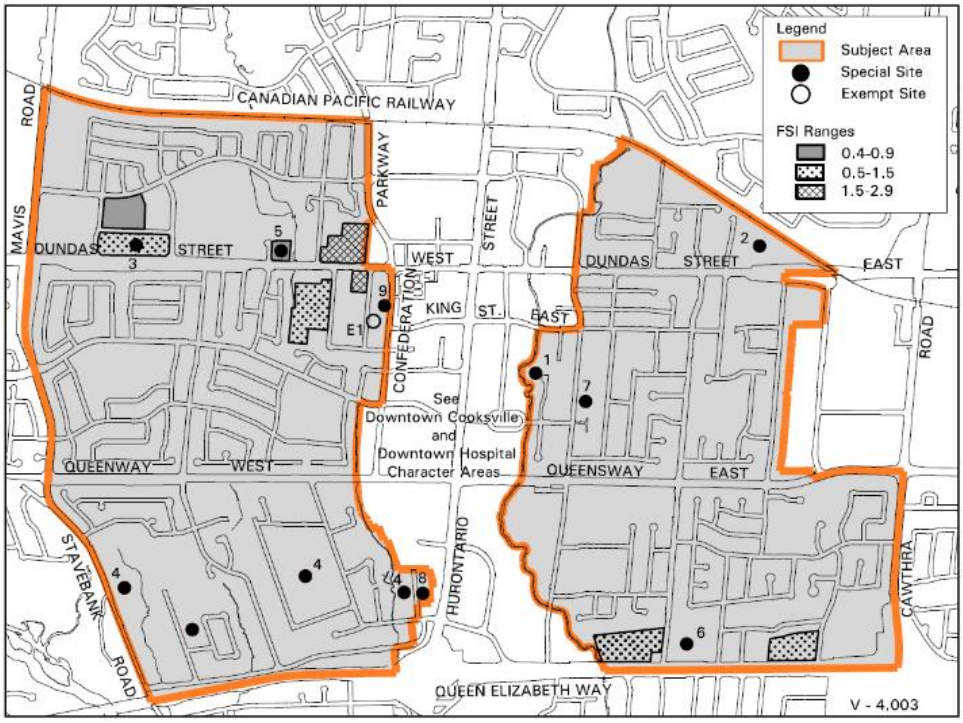
11. Section 16.2.3, Land Use, of Mississauga Official Plan, is hereby amended by deleting the first sentence of Policy 16.2.3.1 and replacing it with the following:

    16.2.3.1 For development on Residential Medium Density and Residential High Density designated lands not located within a protected ***Major Transit Station Area***, new development should not exceed the height of any existing buildings on the property, and will be further limited in height so as to form a gradual transition in massing when located adjacent to lands designated as Residential Low Density I and II.

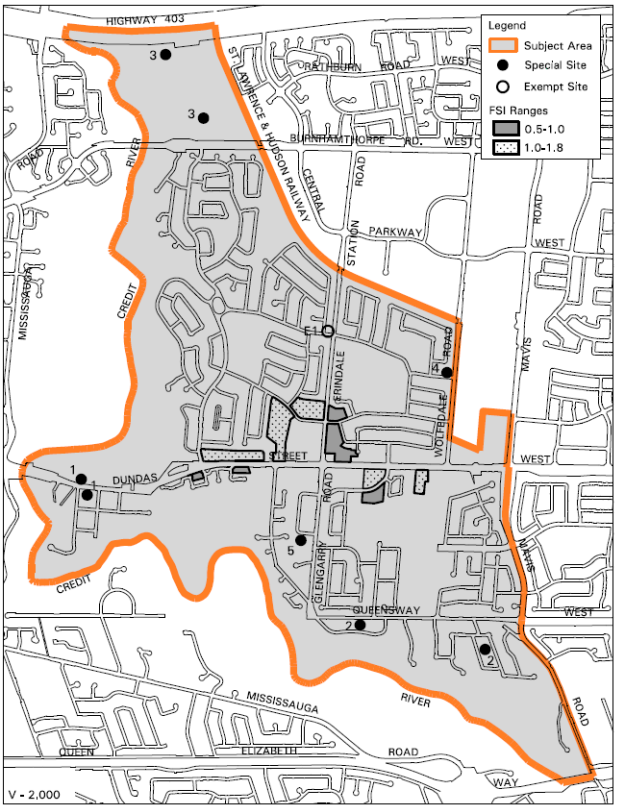
12. Section 16.2.4, Special Site Policies, of Mississauga Official Plan, is hereby amended: by deleting Sections 16.2.4.1, 16.2.4.5, and 16.2.4.8, and renumbering 16.2.4.2 to 16.2.4.4 as 16.2.4.1 to 16.2.4.3 and 16.2.4.6 to 16.2.4.7 as 16.2.4.4 to 16.2.4.5, and 16.2.4.9 to 16.2.4.11 as 16.2.4.6 to 16.2.4.8.

13. Section 16.2.4.3 (existing), Site 3, of Mississauga Official Plan, is hereby amended by deleting in Policy 16.2.4.3.2 (existing)“provisions of the Office designation, apartment dwellings in accordance with the Residential High Density designation, will also be permitted and” and replacing with “policies of this Plan”.

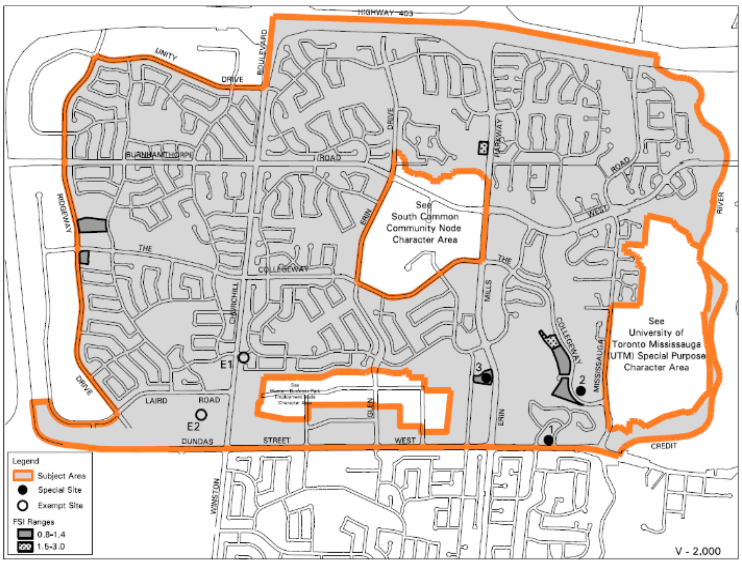
14. Section 16.6, Cooksville, of Mississauga Official Plan is hereby amended by deleting Map 16-6: Cooksville Neighbourhood Character Area and replacing it with the following:



15. Section 16.9, Erindale Neighbourhood Character Area, of Mississauga Official Plan is hereby amended by deleting Map 16-9: Erindale Neighbourhood Character Area and replacing it with the following:



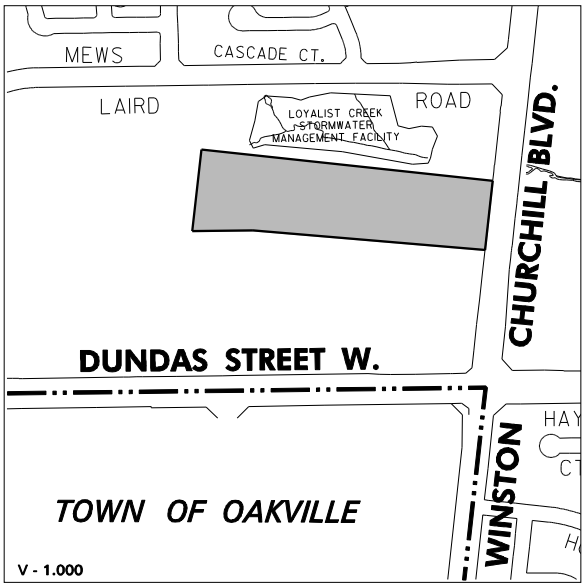
16. Section 16.10, Erin Mills Neighbourhood Character Area, of Mississauga Official Plan is hereby amended by deleting Map 16-10: Erin Mills Neighbourhood Character Area and replacing it with the following:



17. Section 16.10.2, Special Site Policies, of Mississauga Official Plan, is hereby amended by deleting Section 16.10.2.2 and renumbering Sections 16.10.3 and 16.10.4 to 16.10.2 and 16.10.3.

18. Section 16.10.3, Exempt Site Policies, of Mississauga Official Plan, is hereby amended by adding the following:

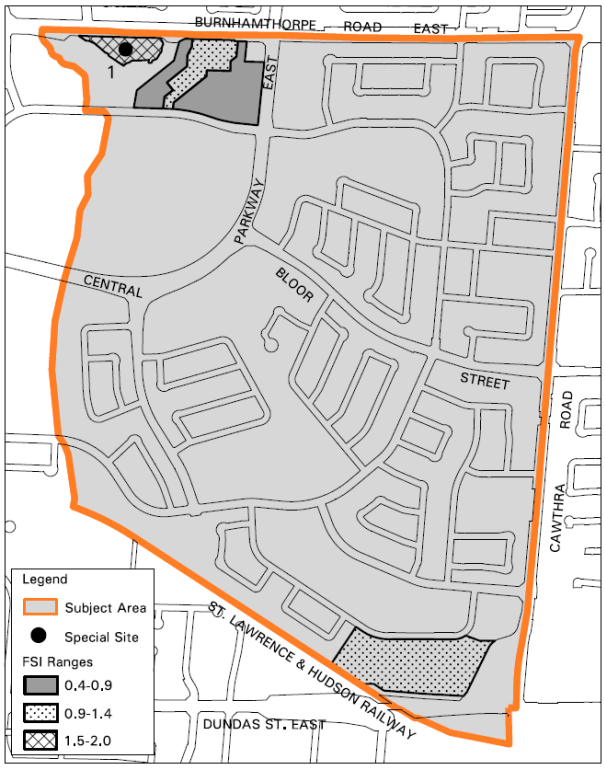
16.10.3.2 Site 2



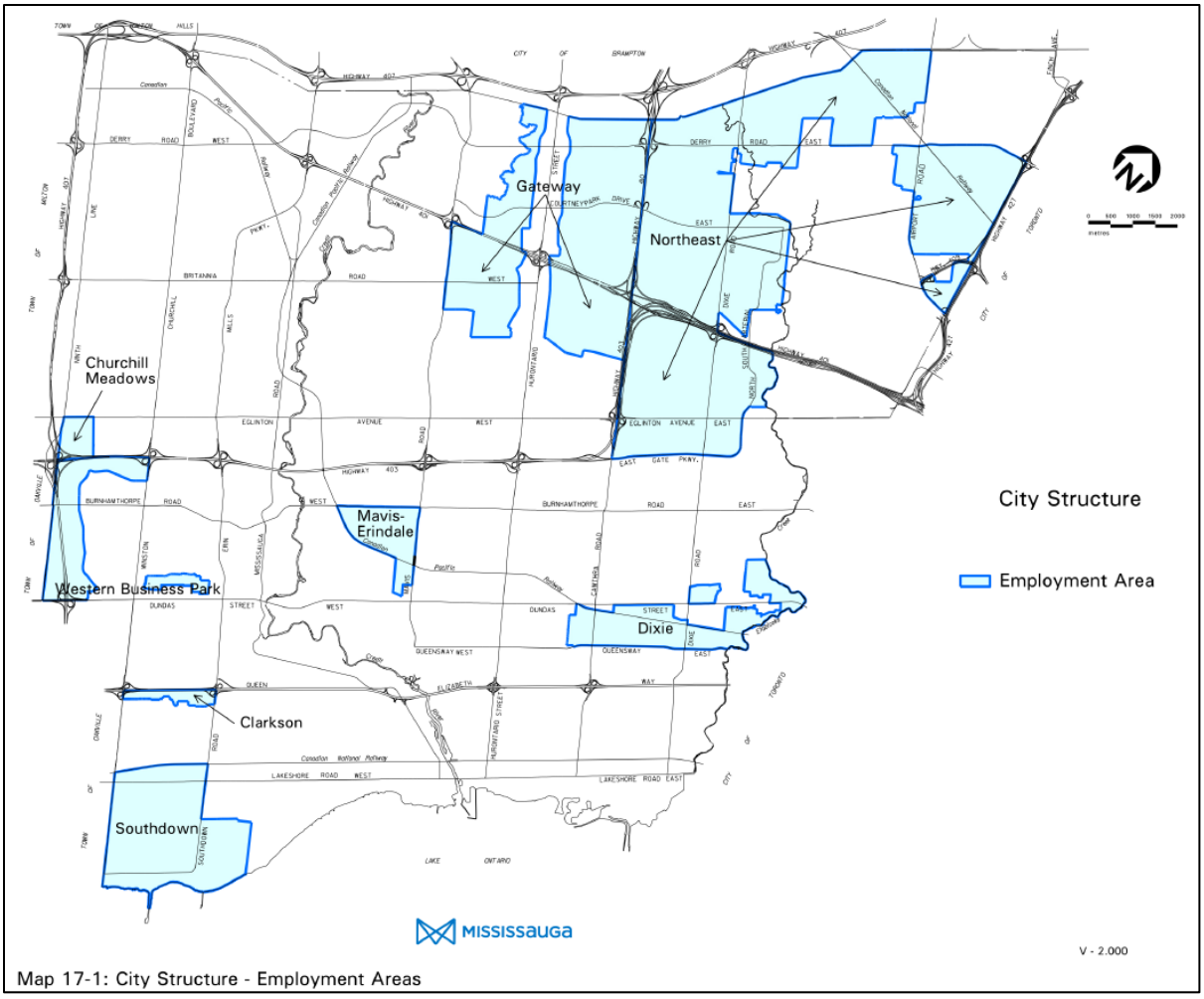
16.10.3.2.1 The lands identified as Exempt Site 2 are located south of Laird Road and west of Winston Churchill Boulevard.

16.10.3.2.2 Notwithstanding the provisions of the Mixed Use designation, housing for the elderly will also be permitted.

19. Section 16.19, Mississauga Valleys Neighbourhood Character Area, of Mississauga Official Plan is hereby amended by deleting Map 16-19: Mississauga Valleys Neighbourhood Character Area, and replacing it with the following:

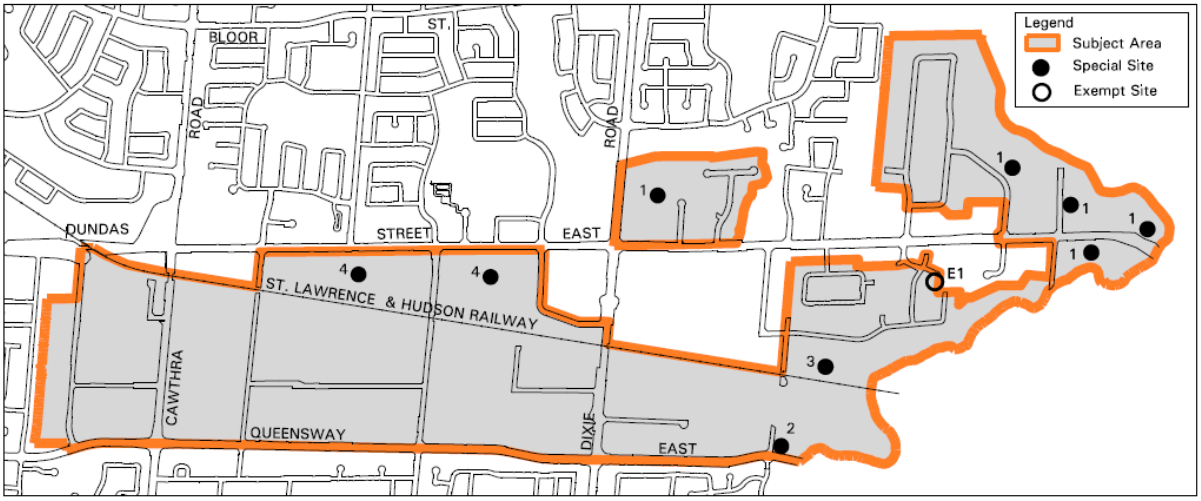


20. Section 17.1, Introduction, of Mississauga Official Plan is hereby amended by deleting Map 17-1: City Structure - Employment Areas, and replacing it with the following:



Map 17-1: City Structure - Employment Areas

21. Section 17.4, Dixie, Employment Area, of Mississauga Official Plan is hereby amended by deleting Map 17-4: Dixie Employment Area, and replacing it with the following:



22. Section 17.4, Dixie, Employment Area, of Mississauga Official Plan, is hereby amended by adding the following:

The Dixie Employment Area is a major employment cluster that provides significant employment. With access to rail and major transportation infrastructure, the range and scale of employment uses provides significant opportunities and benefits to the City. Existing and permitted employment uses within the area will be protected from non-compatible uses to ensure continued viability of the employment area.

23. Section 17.4.1, Urban Design Policies, of Mississauga Official Plan, is hereby amended by deleting the "Community Identity and Design" subheading.

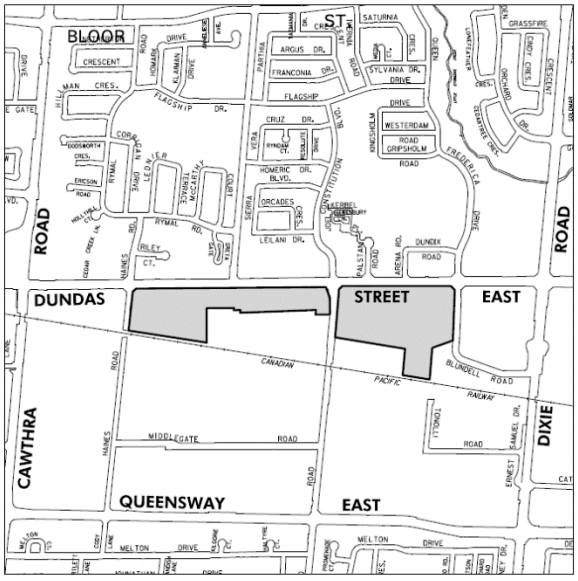
24. Section 17.4.1, Urban Design Policies, of Mississauga Official Plan, is hereby amended by deleting the second sentence of Policy 17.4.1.1 and replacing with the following:

    The Dundas Street East gateway will be comprised of development that incorporates a mix of transit supportive uses and an active street frontage. Increased connectivity, multi-modal access and expanded parks and open space network will be encouraged to serve the anticipated growth along the corridor.

25. Section 17.4.3, Transportation, of Mississauga Official Plan, is hereby amended by deleting Policy 17.4.3.2.

26. Section 17.4.4, of Mississauga Official Plan, is hereby amended by deleting Section 17.4.4.4, Site 4, and replacing with the following:

    17.4.4.4 Site 4

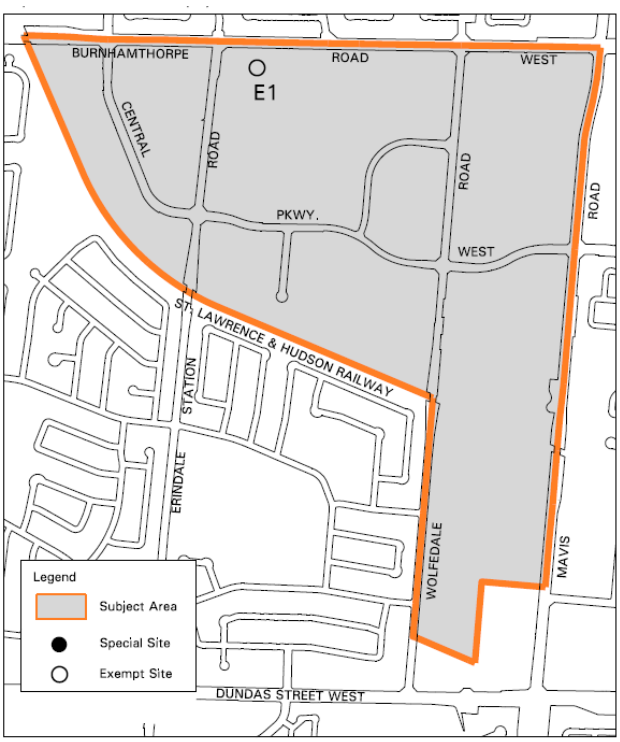


    17.4.4.4.1 The lands identified as Special Site 4 are fronting the south side of Dundas Street East between Blundell Road in the east and Haines Road in the west.

17.4.4.4.2 Notwithstanding the policies of this plan, a change in land use permissions will be subject to the completion of a municipally led land use compatibility assessment and will occur through a City-initiated amendment to this plan.

27. Section 17.4.5, Exempt Site Policies, of Mississauga Official Plan, is hereby amended by deleting Section 17.4.5.2.

28. Section 17.6, Mavis-Erindale Employment Area, of Mississauga Official Plan is hereby amended by deleting Map 17-6: Mavis-Erindale Employment Area and replacing it with the following:



29. Section 17.6, Mavis-Erindale, of Mississauga Official Plan, is hereby amended by adding the following:

The Mavis-Erindale Employment Area is a major employment cluster that provides significant employment. With access to rail and major transportation infrastructure, the range and scale of employment uses provides significant opportunities and benefits to the City. Existing and permitted employment uses within the area will be protected from non-compatible uses to ensure continued viability of the employment area.

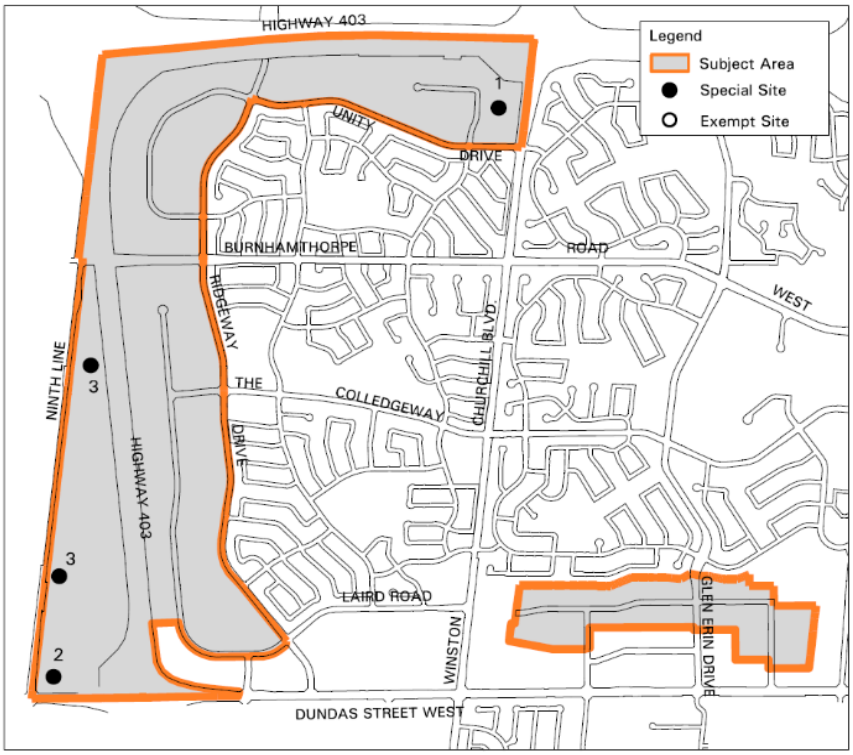
30. Section 17.6.1, Urban Design, of Mississauga Official Plan, is hereby amended by deleting Policy 17.6.1.1.a and renumbering 17.6.1.1.b to 17.6.1.1.a.

31. Section 17.6, Mavis-Erindale Employment Area, of Mississauga Official Plan, is hereby amended by deleting Section 17.6.3 and renumbering Section 17.6.4 to 17.6.3.

32. Section 17.6.4, Exempt Site Policies, of Mississauga Official Plan, is hereby amended by adding the following:

There are sites within the Character Area that merit special attention and are subject to the following policies.

33. Section 17.9, Western Business Park Employment Area, of Mississauga Official Plan is hereby amended by deleting Map 17-9: Western Business Park Employment Area and replacing it with the following:



34. Section 17.9, Western Business Park Employment Area, of Mississauga Official Plan, is hereby amended by adding the following:

The Western Business Park Employment Area is a major employment cluster that provides significant employment. With access to major transportation infrastructure, the range and scale of employment uses provides significant opportunities and benefits to the City. Existing and permitted employment uses within the area will be protected from non-compatible uses to ensure continued viability of the employment area.

35. Section 17.9, Western Business Park, of Mississauga Official Plan, is hereby amended by deleting Section 17.9.4, Exempt Site Policies.

36. Schedule 1, Urban System, of Mississauga Official Plan, is hereby amended by changing the Character Area and Intensification Corridor boundaries as shown on Maps "A1", "A2" and "A3" of this amendment.

37. Schedule 1b, Urban System – City Structure, of Mississauga Official Plan, is hereby amended by changing the Character Area boundaries as shown on Maps "B1", "B2" and "B3" of this amendment.

38. Schedule 1c, Urban System - Corridors, of Mississauga Official Plan, is hereby amended by changing the Intensification Corridor boundaries as shown on Maps "C1", "C2" and "C3" of this amendment.

39. Schedule 9, Character Areas, of Mississauga Official Plan, is hereby amended by changing the Character Area boundaries as shown on Maps "D1", "D2" and "D3" of this amendment.

IMPLEMENTATION

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

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan, dated October 21, 2021.

INTERPRETATION

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

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

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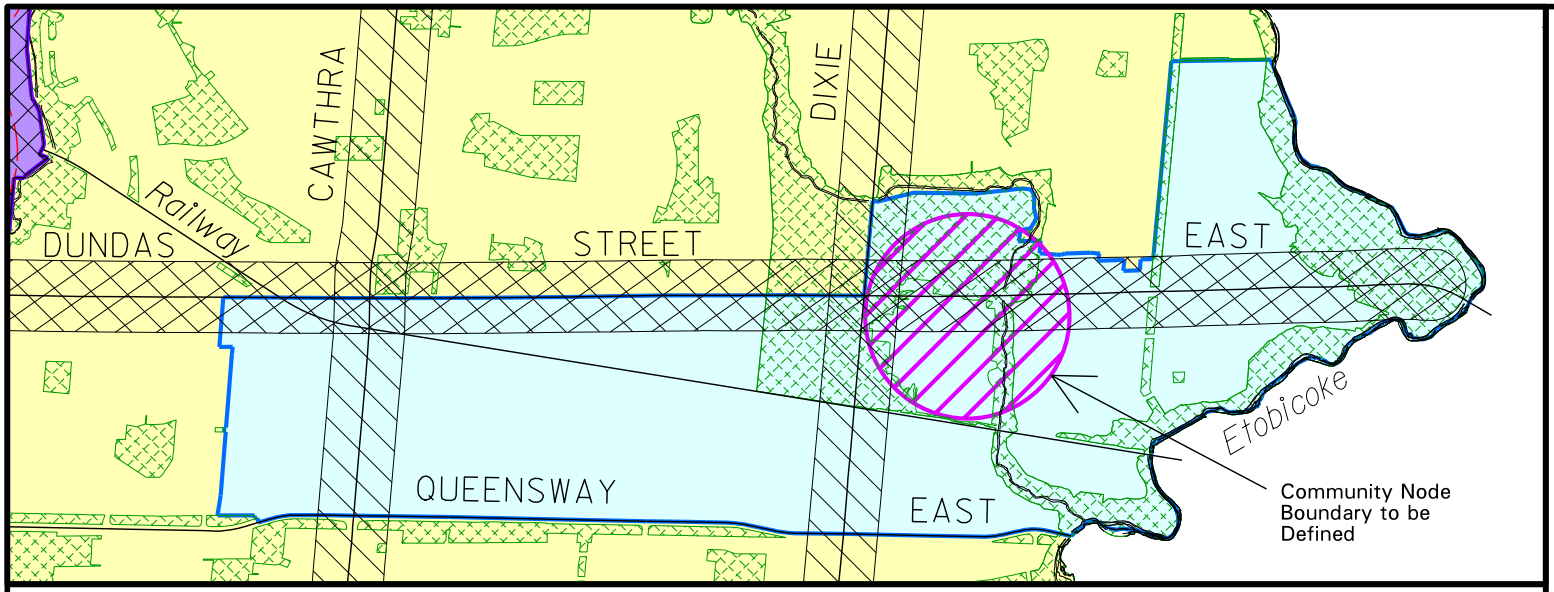

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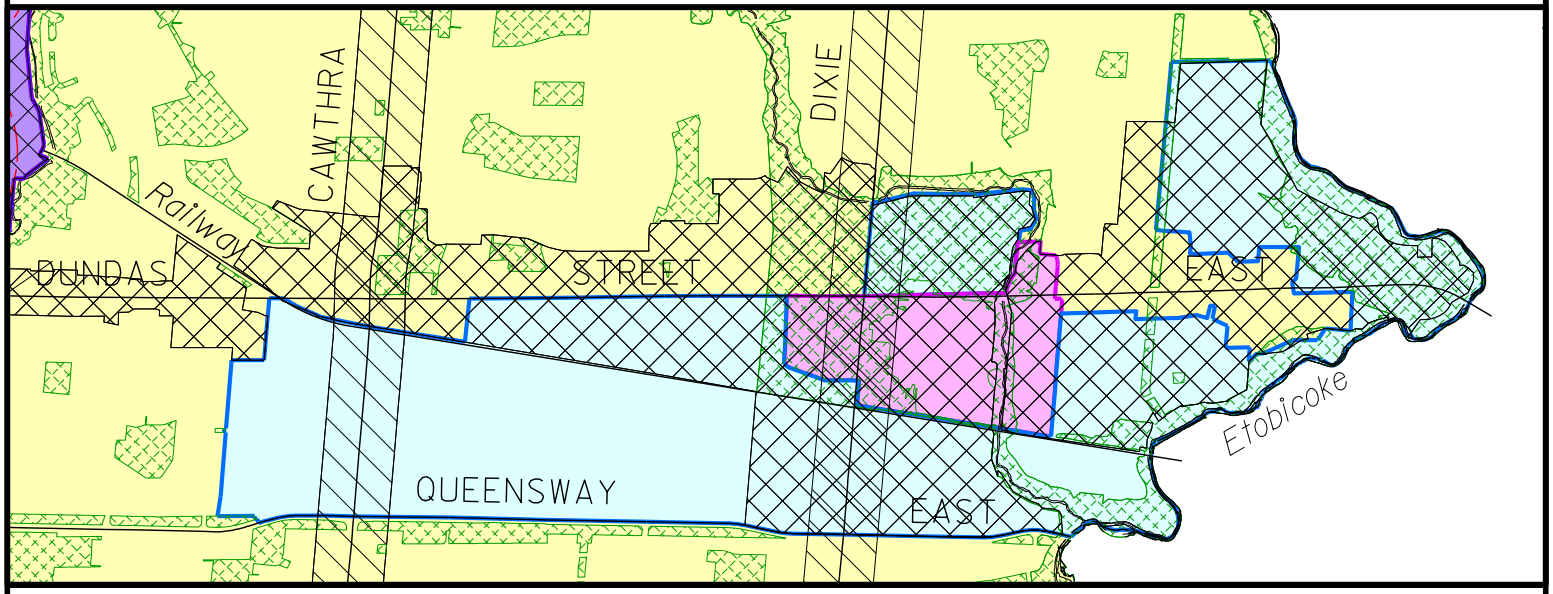

PROPOSED

LEGEND

GREEN SYSTEM

- Green System

CITY STRUCTURE

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

CORRIDORS

- Corridor
- Intensification Corridor

Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

0 200 400 600 800
metres

MAP 'A1'
Part of
Schedule 1-Urban System
of Mississauga Official Plan

MISSISSAUGA

2022/07/28

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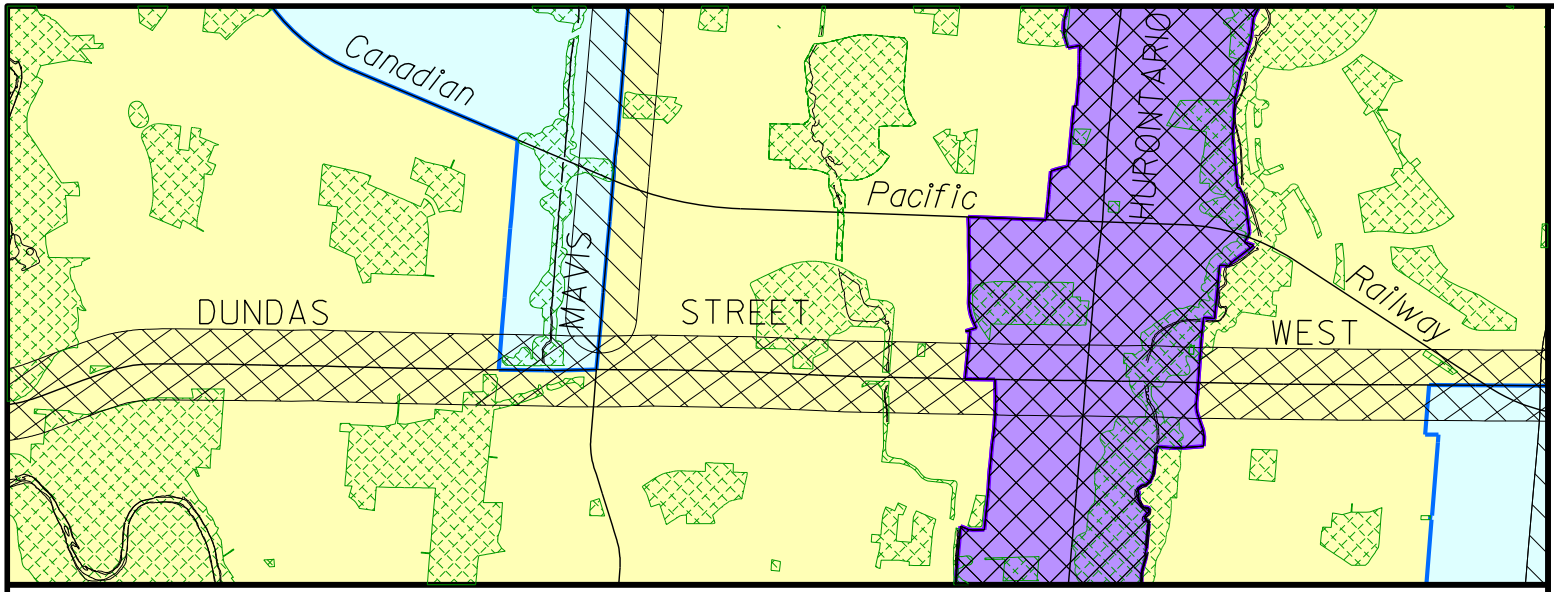

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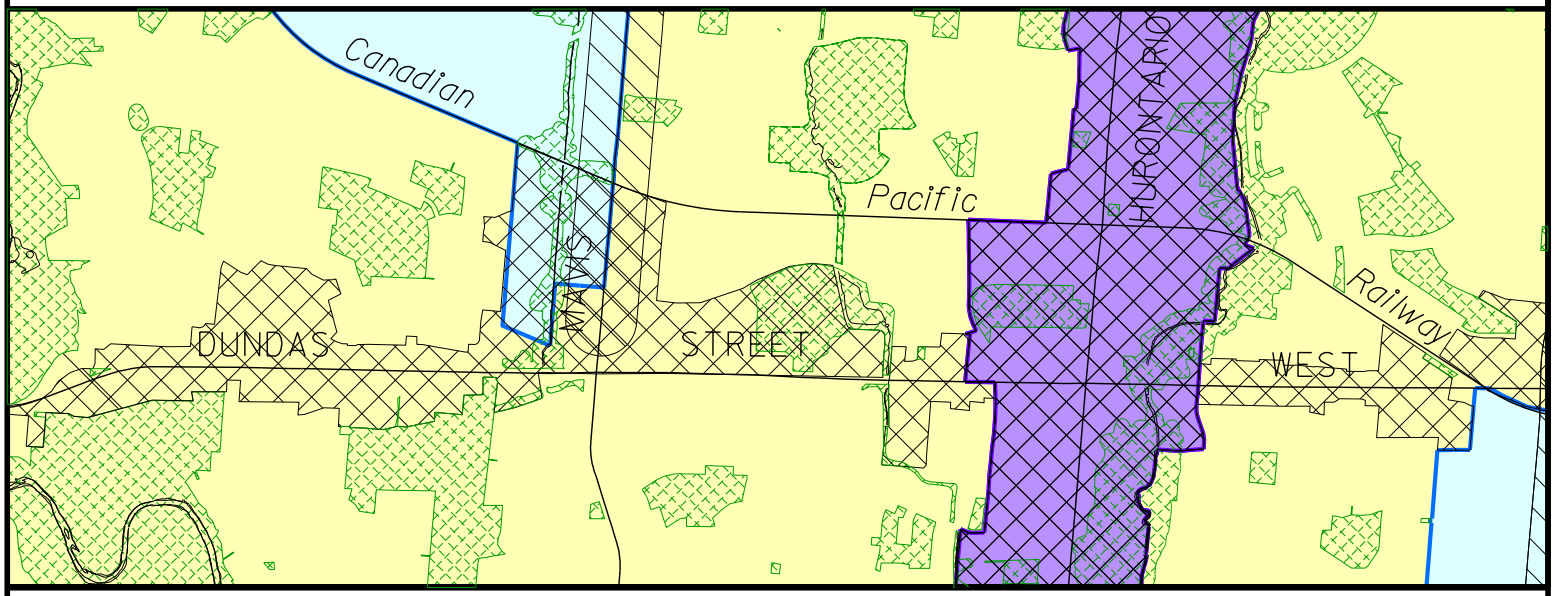

PROPOSED

LEGEND

GREEN SYSTEM

- Green System

CITY STRUCTURE

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

CORRIDORS

- Corridor
- Intensification Corridor

Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

0 200 400 600 800
metres

MAP 'A2'
Part of
Schedule 1-Urban System
of Mississauga Official Plan

MISSISSAUGA

2022/07/28

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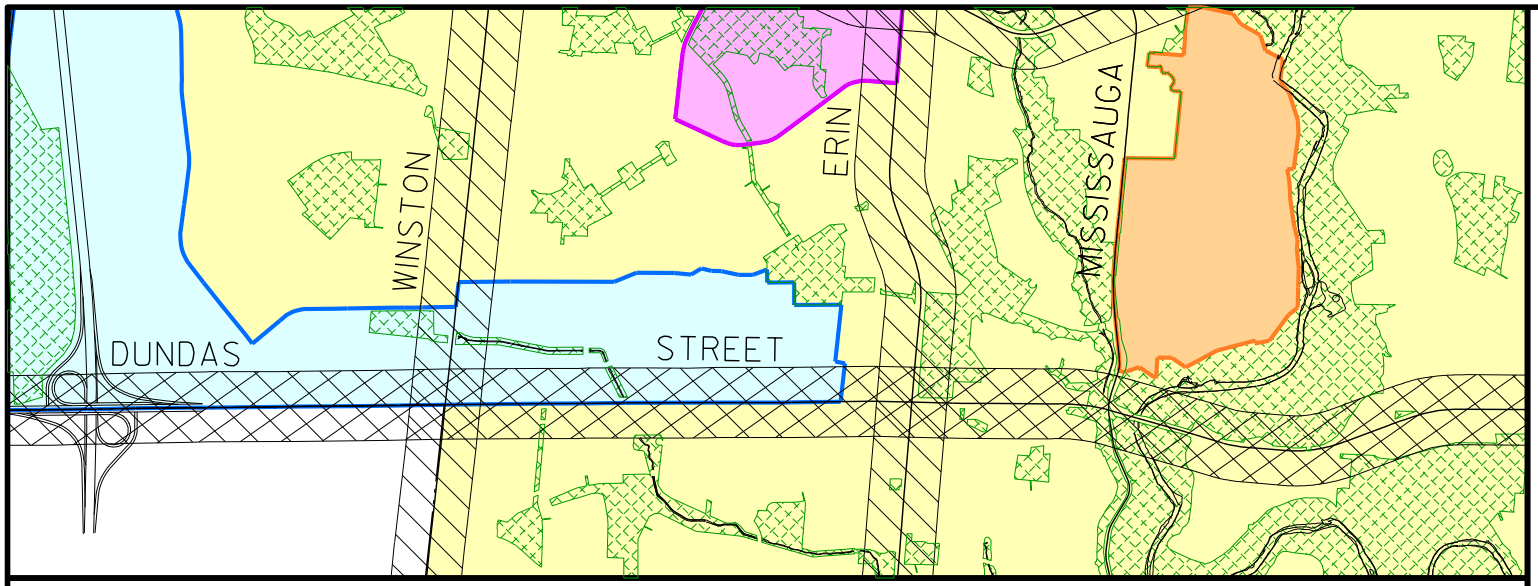

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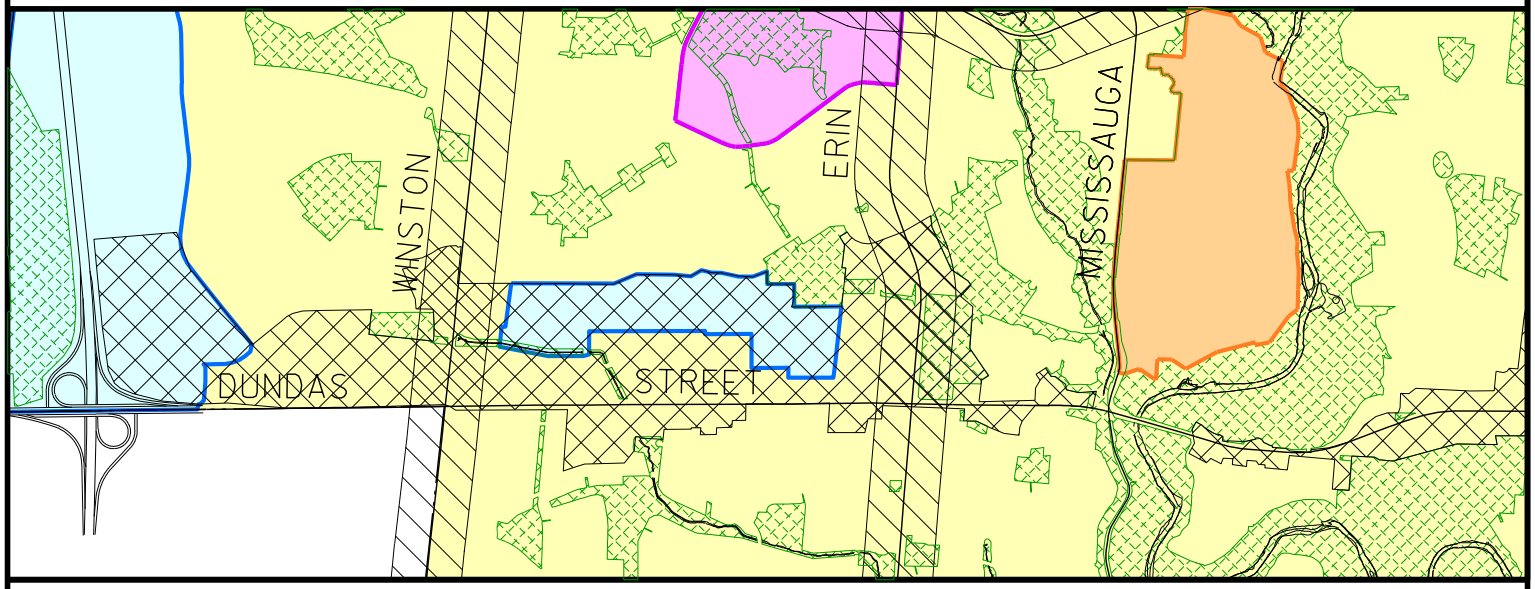

PROPOSED

LEGEND

GREEN SYSTEM

- Green System

CITY STRUCTURE

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

CORRIDORS

- Corridor
- Intensification Corridor

Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

0 200 400 600 800
metres

MAP 'A3'
Part of
Schedule 1-Urban System
of Mississauga Official Plan

MISSISSAUGA

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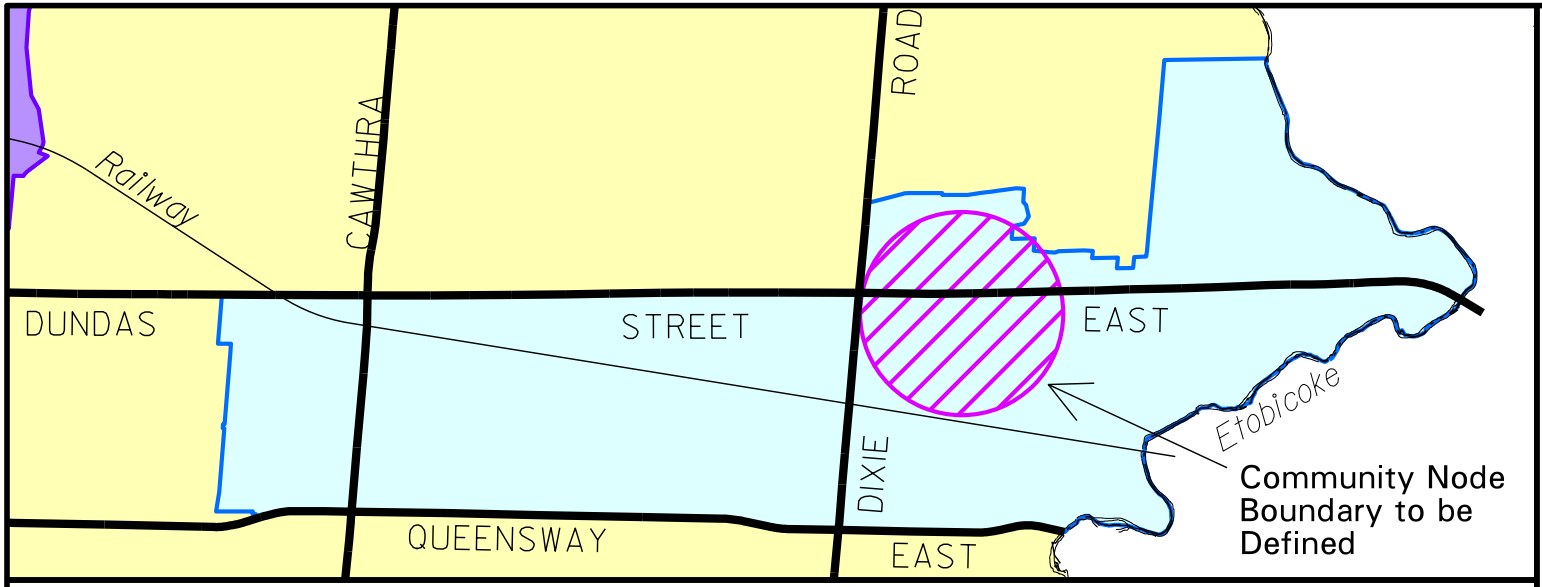

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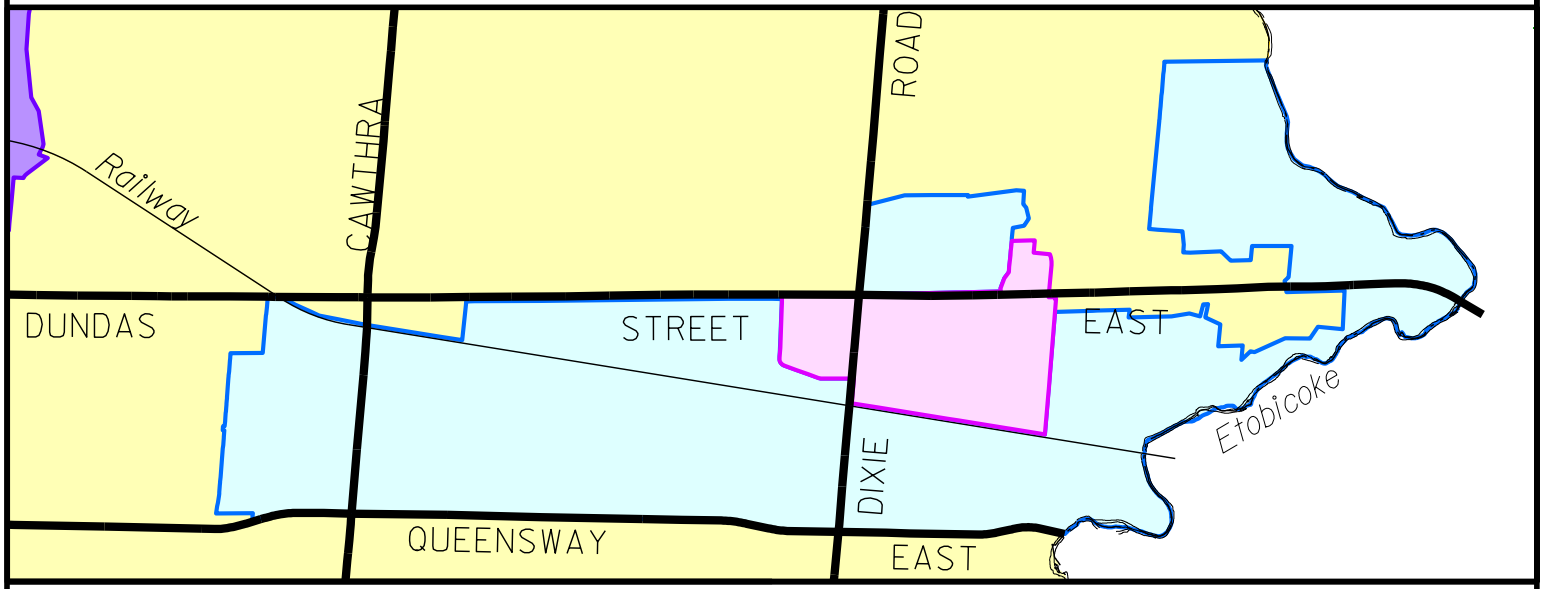

PROPOSED

LEGEND

Elements

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

0 200 400 600 800
metres

MAP 'B1'

Part of Schedule 1b
Urban System - City Structure
of Mississauga Official Plan

MISSISSAUGA

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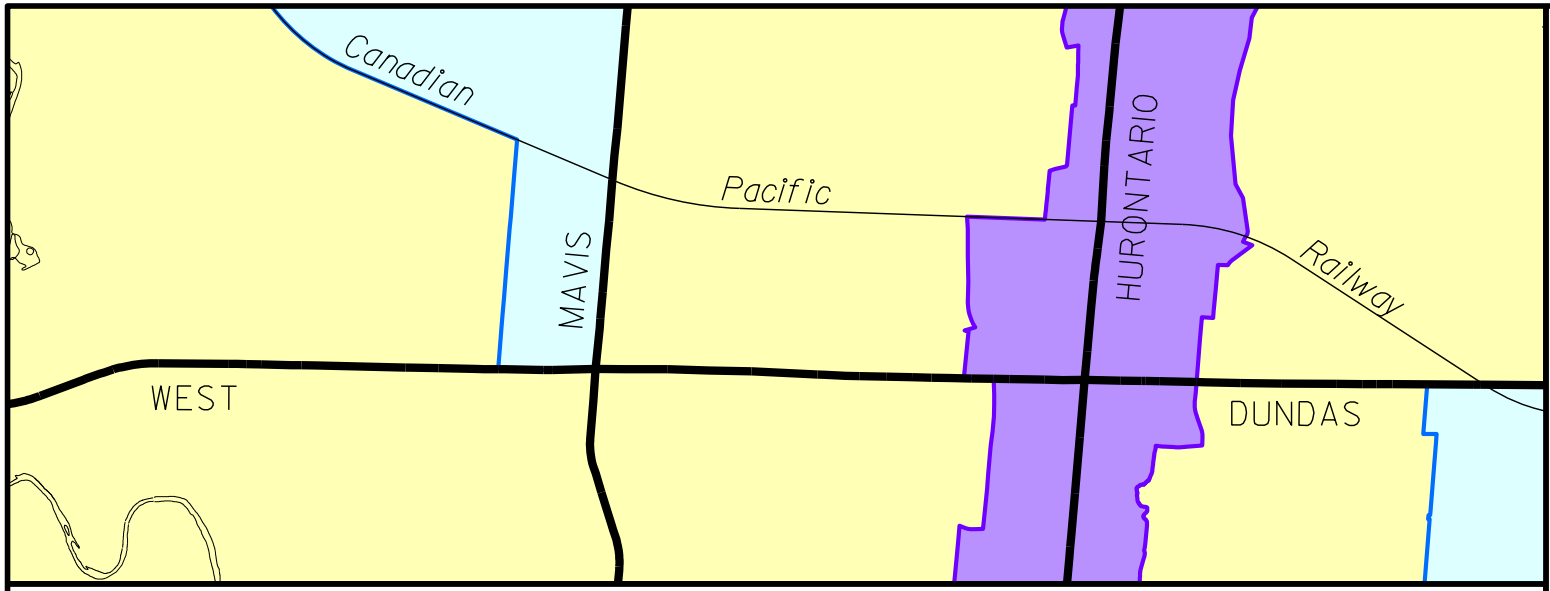

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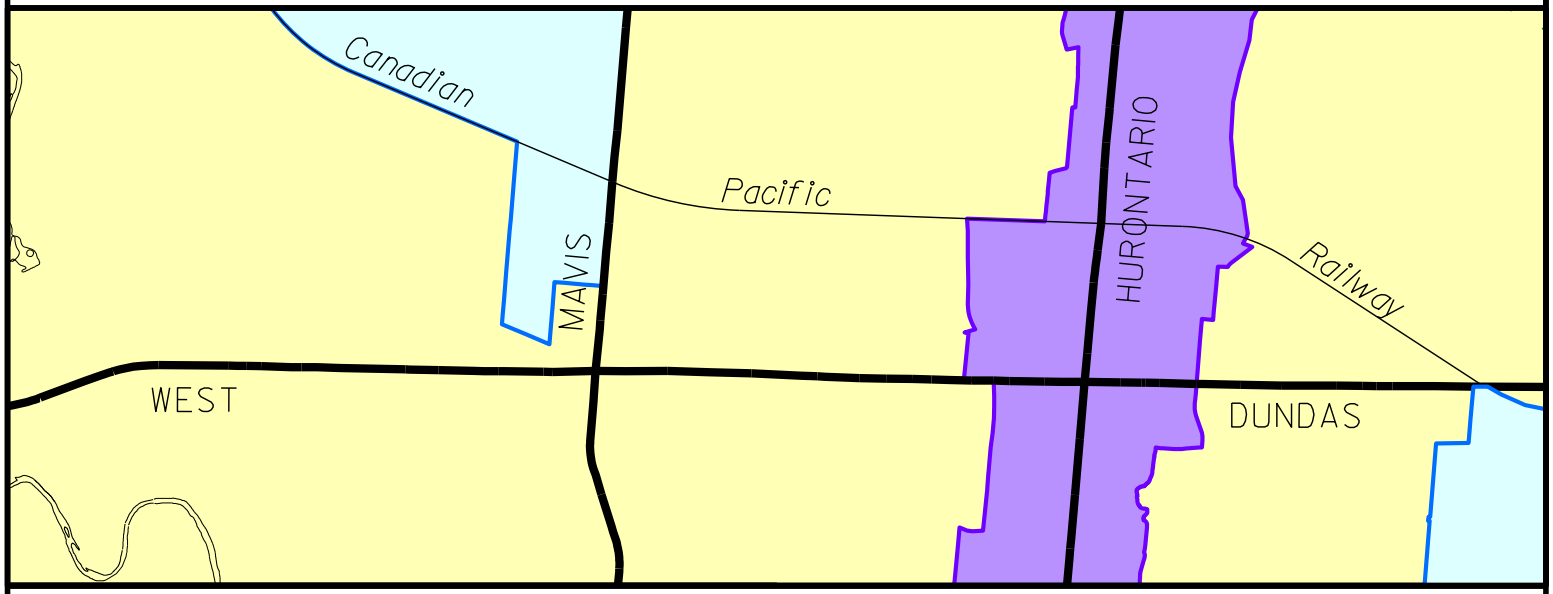

PROPOSED

LEGEND

Elements

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

0 200 400 600 800
metres

MAP 'B2'

Part of Schedule 1b
Urban System - City Structure
of Mississauga Official Plan

MISSISSAUGA

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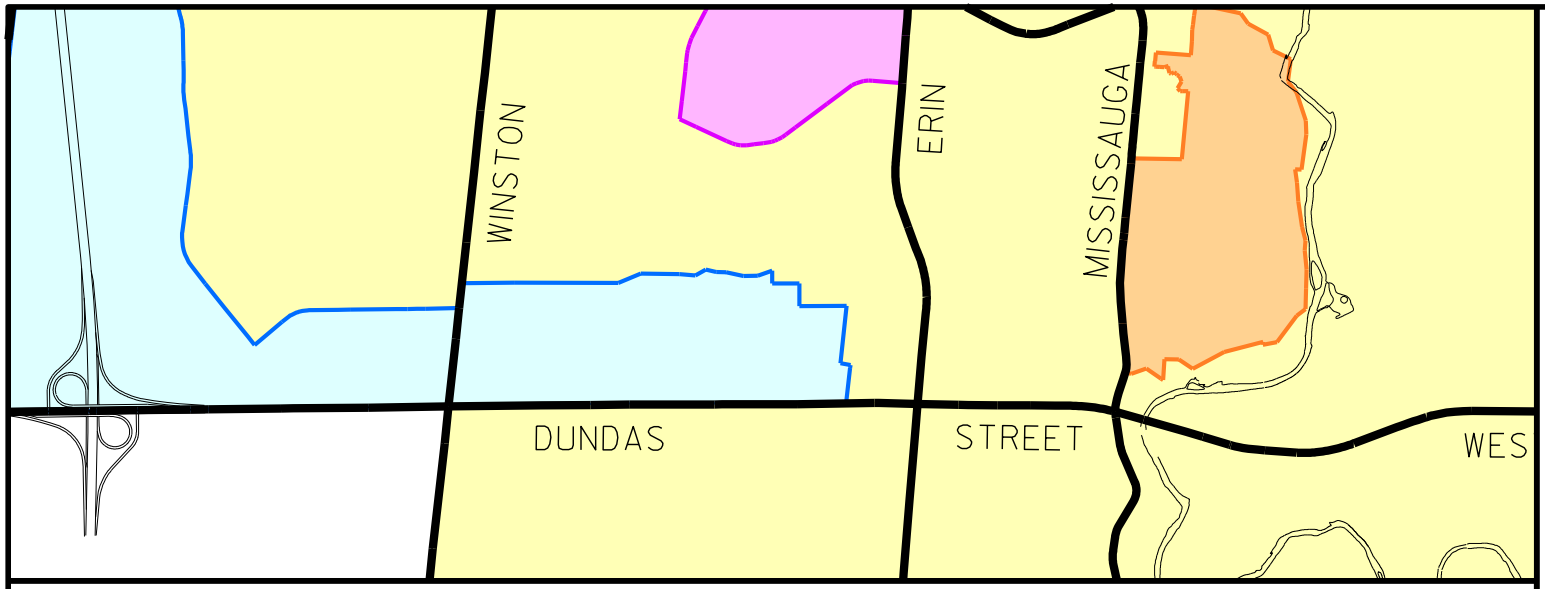

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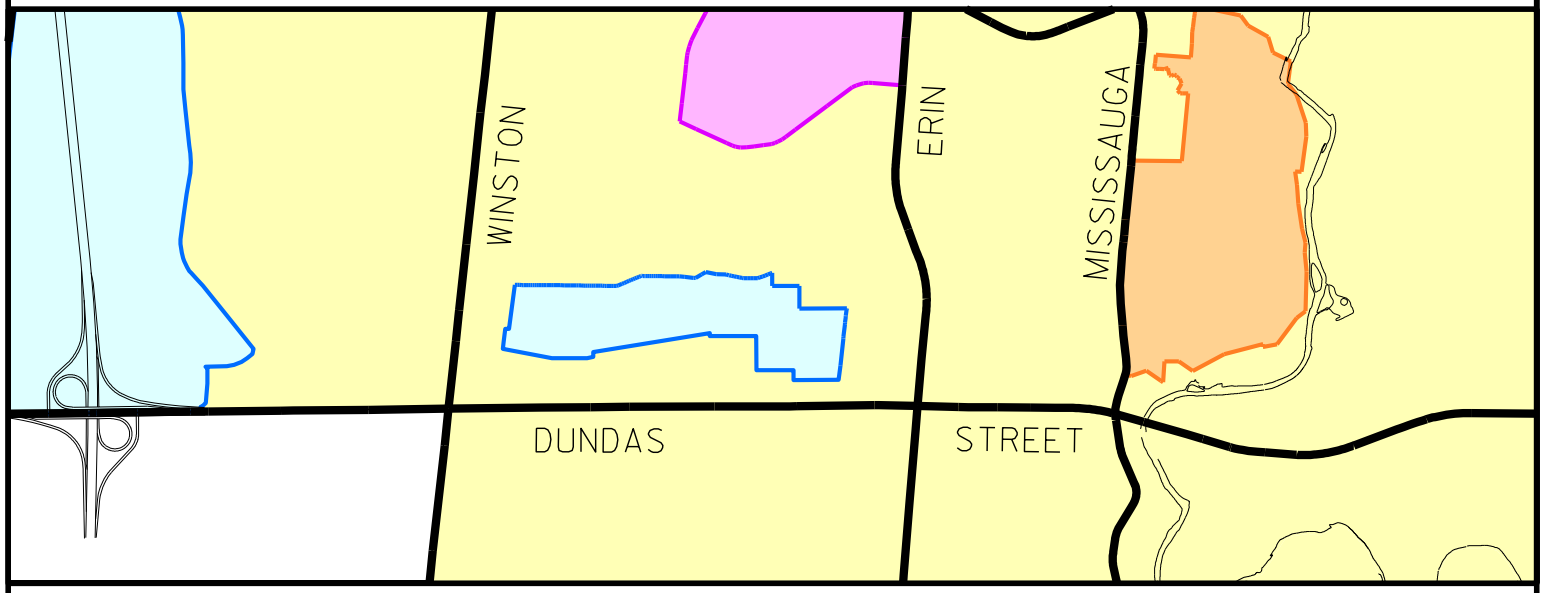

PROPOSED

LEGEND

Elements

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

0 200 400 600 800
metres

MAP 'B3'

Part of Schedule 1b
Urban System - City Structure
of Mississauga Official Plan

MISSISSAUGA

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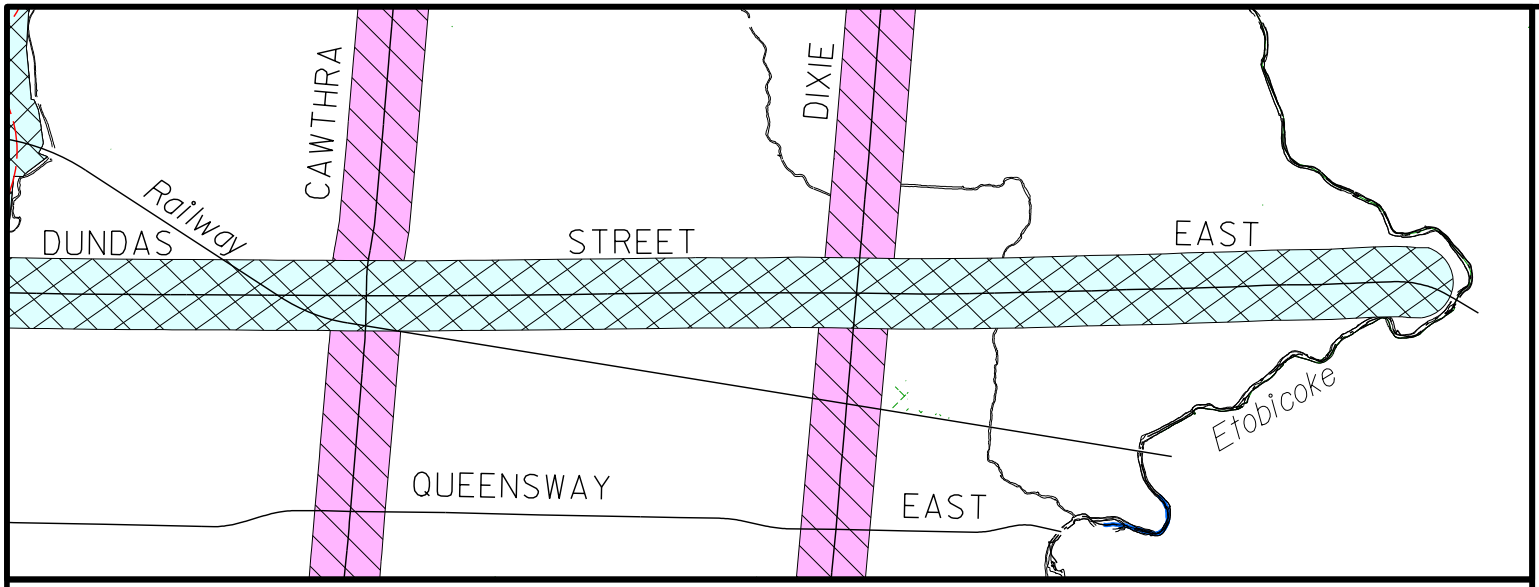

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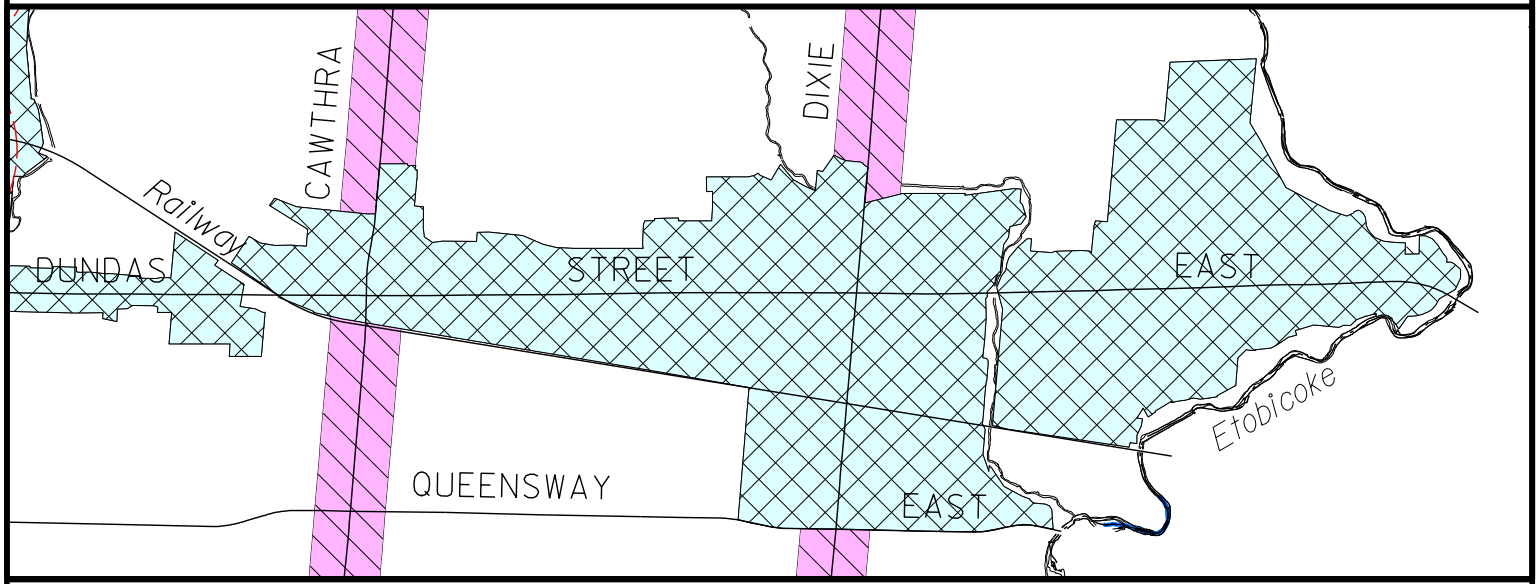

PROPOSED

LEGEND

CORRIDORS

Corridor

Intensification Corridor

Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

0 200 400 600 800
metres

MAP 'C1'
Part of
Schedule 1c-Urban System
of Mississauga Official Plan

MISSISSAUGA

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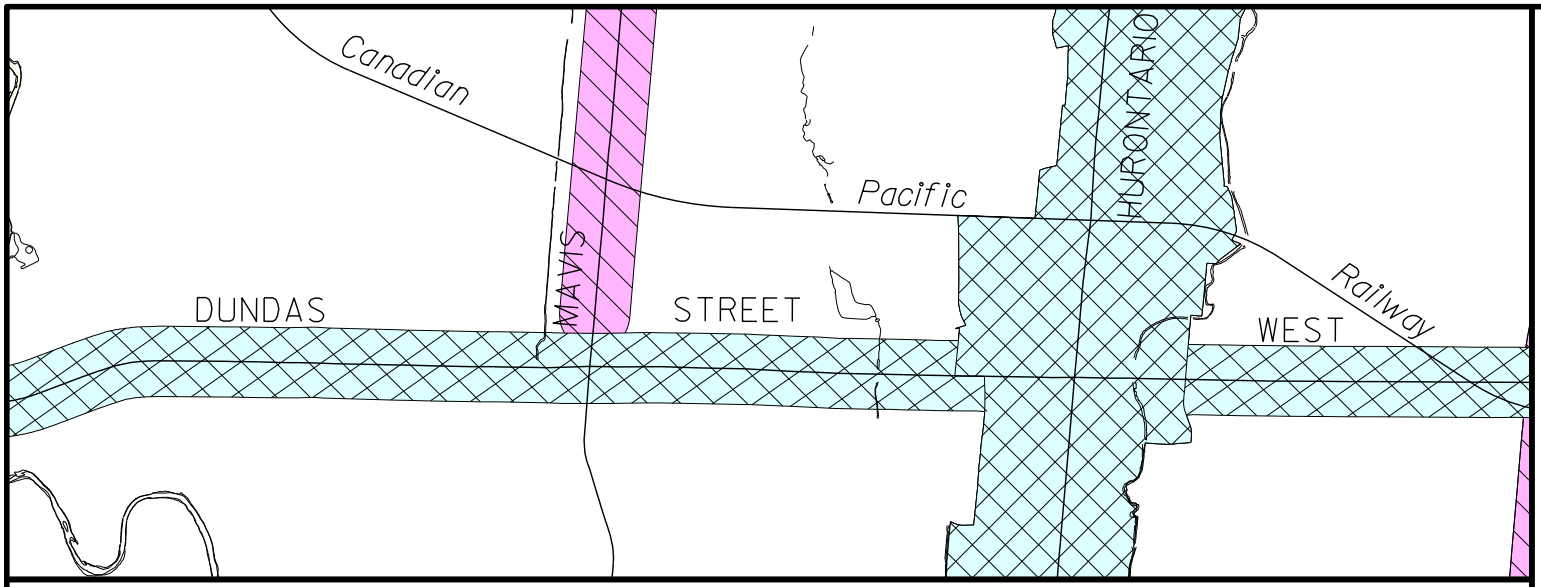

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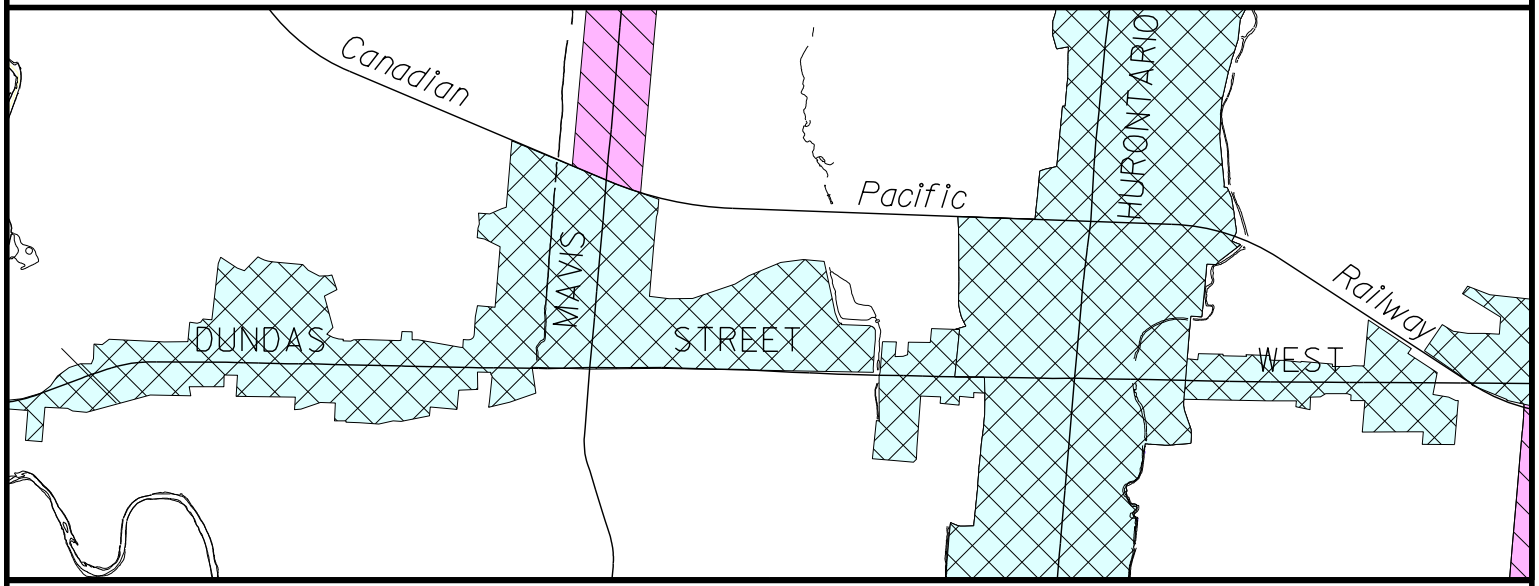

PROPOSED

LEGEND

CORRIDORS

Corridor

Intensification Corridor

Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

0 200 400 600 800
metres

MAP 'C2'
Part of
Schedule 1c-Urban System
of Mississauga Official Plan

MISSISSAUGA

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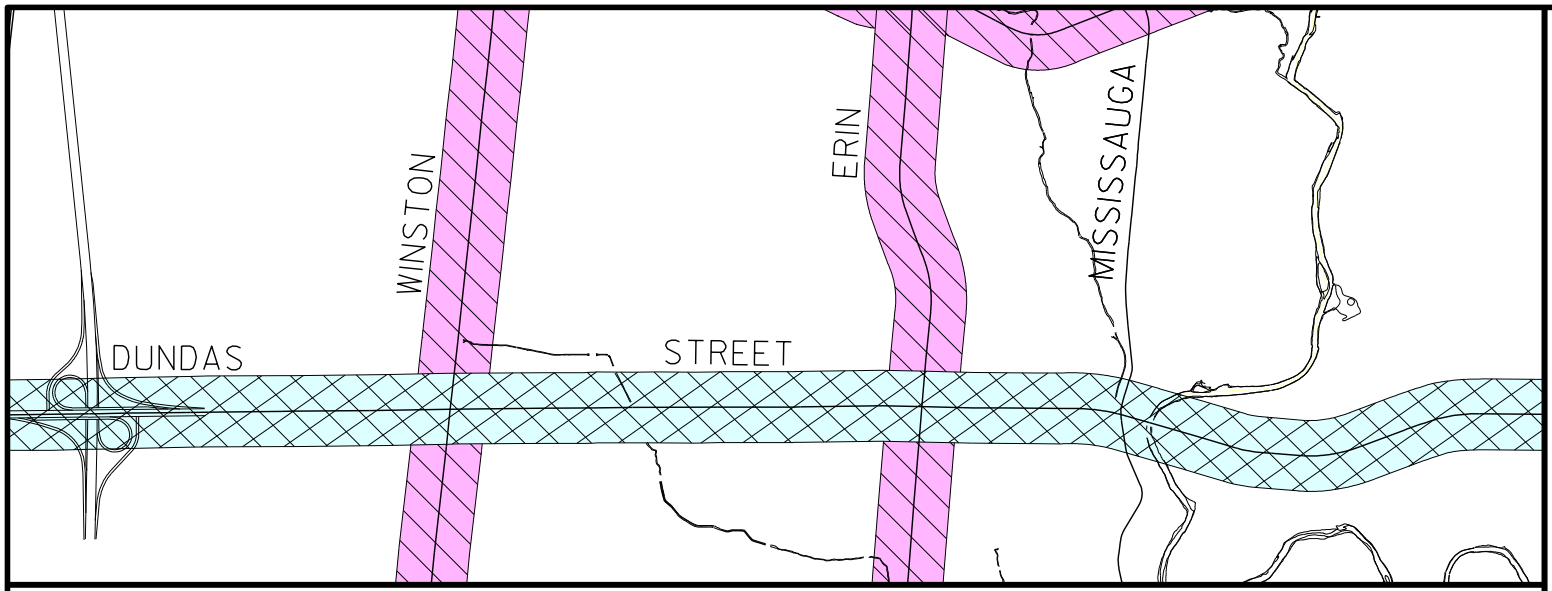

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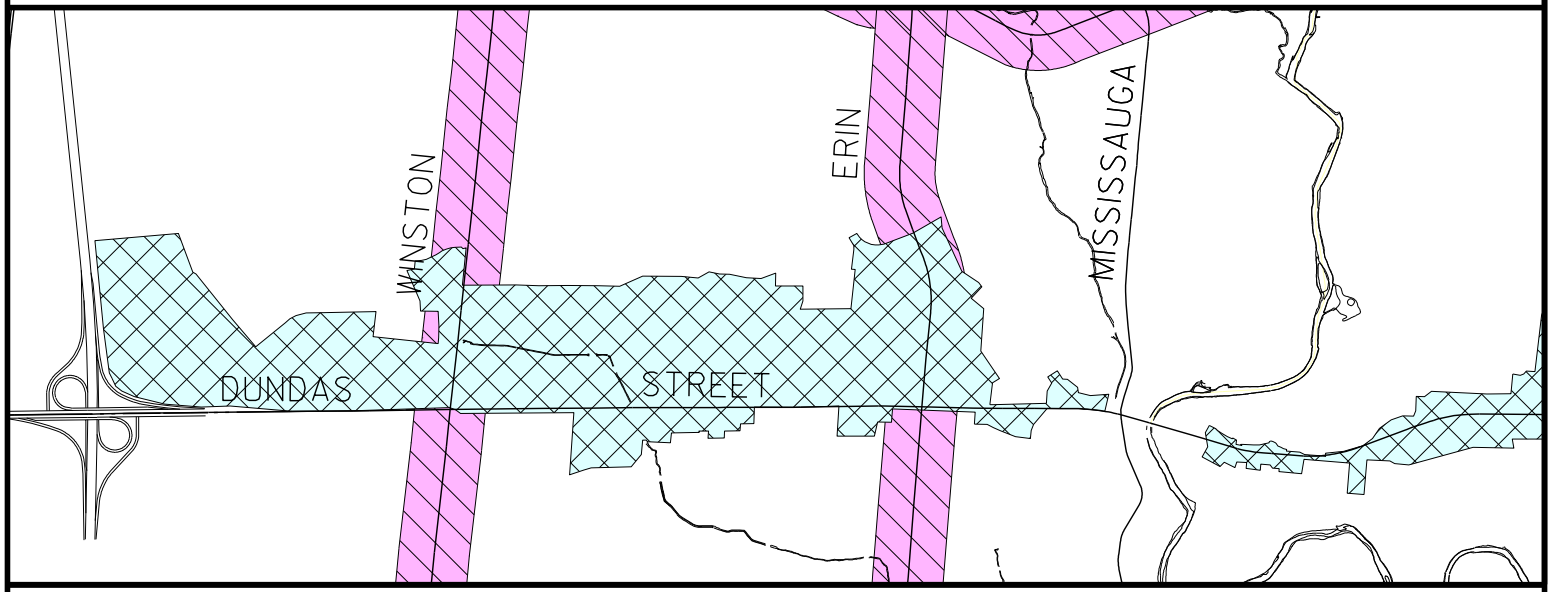

PROPOSED

LEGEND

CORRIDORS

Corridor

Intensification Corridor

Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

0 200 400 600 800
metres

MAP 'C3'
Part of
Schedule 1c-Urban System
of Mississauga Official Plan

MISSISSAUGA

7/27/2022

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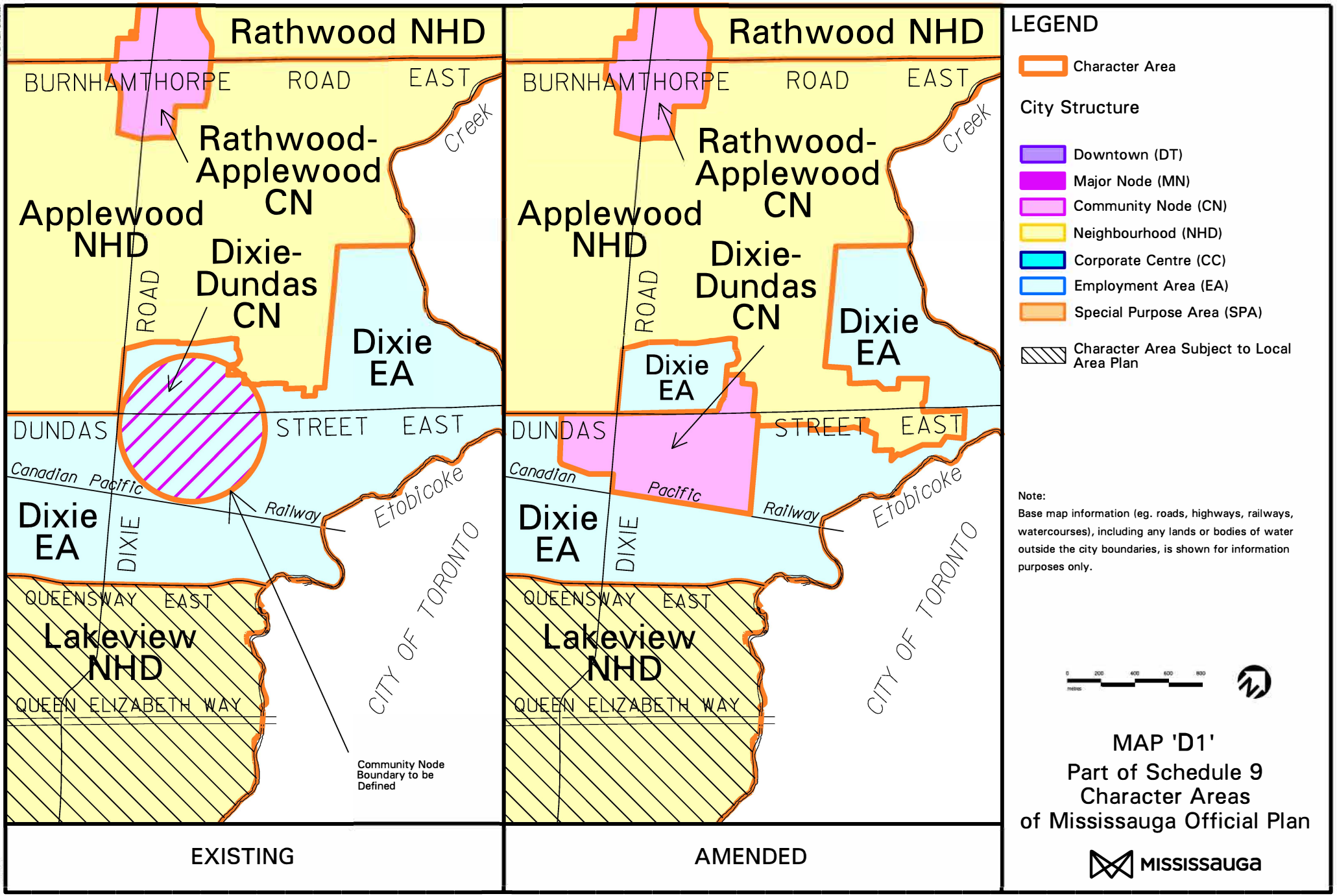
Rathwood NHD
BURNHAMTHORPE ROAD EAST
Rathwood-Applewood CN
Applewood NHD
Dixie-Dundas CN
Dixie EA
ROAD
Creek
DUNDAS STREET EAST
Canadian Pacific Railway
Dixie EA
DIXIE
Etobicoke
CITY OF TORONTO
QUEENSWAY EAST
Lakeview NHD
QUEEN ELIZABETH WAY
Community Node Boundary to be Defined
EXISTING
Rathwood NHD
BURNHAMTHORPE ROAD EAST
Rathwood-Applewood CN
Applewood NHD
Dixie-Dundas CN
Dixie EA
Dixie EA
ROAD
Creek
DUNDAS STREET EAST
Canadian Pacific Railway
Dixie EA
DIXIE
Etobicoke
CITY OF TORONTO
QUEENSWAY EAST
Lakeview NHD
QUEEN ELIZABETH WAY
AMENDED
LEGEND
Character Area
City Structure
Downtown (DT)
Major Node (MN)
Community Node (CN)
Neighbourhood (NHD)
Corporate Centre (CC)
Employment Area (EA)
Special Purpose Area (SPA)
Character Area Subject to Local Area Plan
Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
0 200 400 600 800
metres
MAP 'D1'
Part of Schedule 9
Character Areas
of Mississauga Official Plan
MISSISSAUGA
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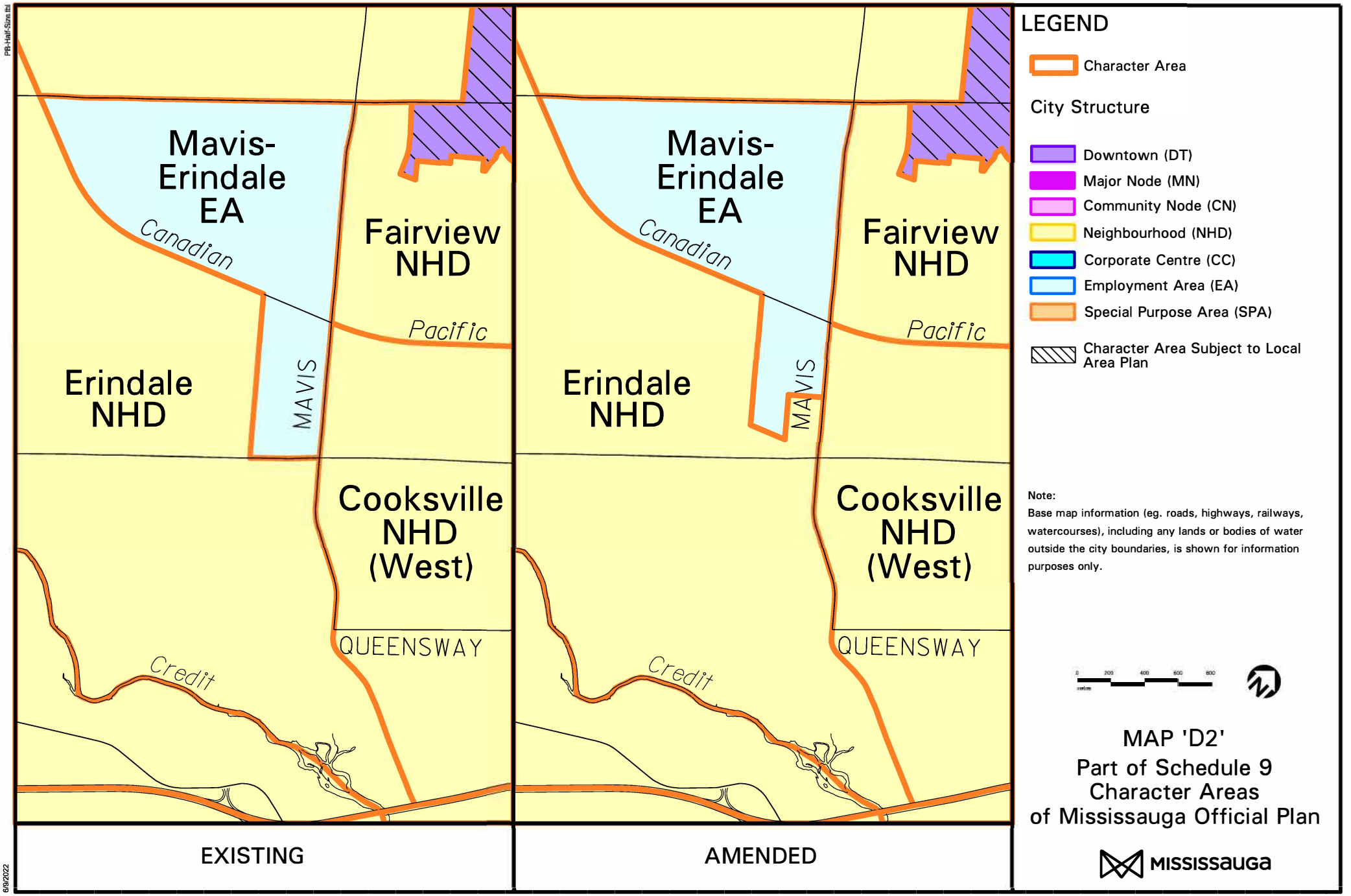

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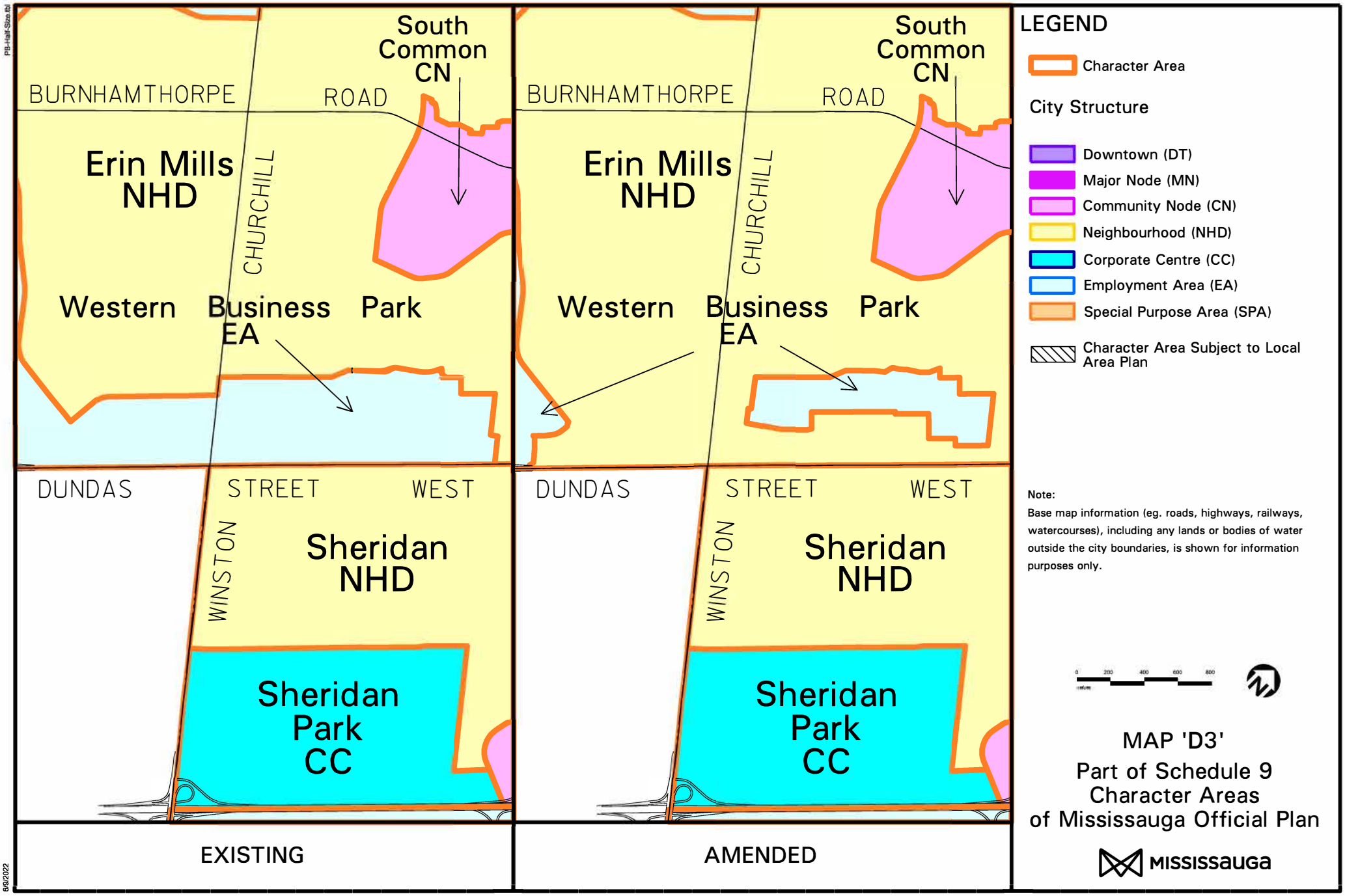
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South Common CN
BURNHAMTHORPE
ROAD
Erin Mills NHD
CHURCHILL
Western Business Park EA
DUNDAS
STREET
WEST
WINSTON
Sheridan NHD
Sheridan Park CC
EXISTING
South Common CN
BURNHAMTHORPE
ROAD
Erin Mills NHD
CHURCHILL
Western Business Park EA
DUNDAS
STREET
WEST
WINSTON
Sheridan NHD
Sheridan Park CC
AMENDED
LEGEND
Character Area
City Structure
Downtown (DT)
Major Node (MN)
Community Node (CN)
Neighbourhood (NHD)
Corporate Centre (CC)
Employment Area (EA)
Special Purpose Area (SPA)
Character Area Subject to Local Area Plan
Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
0 200 400 600 800
MAP 'D3'
Part of Schedule 9
Character Areas
of Mississauga Official Plan
MISSISSAUGA
6/9/2022
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APPENDIX I

PUBLIC MEETING

All property owners and residents within the City of Mississauga were invited to attend a Public Meeting of the Planning and Development Committee held on May 30, 2022 in connection with this proposed Amendment. Comments were made regarding land uses and maximum building heights. The comments were addressed in the Planning and Development report dated June 10, 2022 attached to this Amendment as Appendix II.

City of Mississauga
Corporate Report

MISSISSAUGA

Date: June 10, 2022 To: Chair and Members of Planning and Development Committee From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Originator's files: CD.04-DUN Meeting date: July 5, 2022

Subject

RECOMMENDATION REPORT (WARDS 1-4 & 6-8) Dundas Corridor Policy Implementation Project – Official Plan Amendment

Recommendation

1. That the amendments to Mississauga Official Plan proposed in Appendices 5 and 6 in the report titled "Dundas Corridor Policy Implementation Project – Official Plan Amendment" dated June 10, 2022, from the Commissioner of Planning and Building, be approved.

2. That the Official Plan Amendment By-law to implement Protected Major Transit Station Area policies as proposed in Appendices 5 and 6 in the report titled "Dundas Corridor Policy Implementation Project – Official Plan Amendment" dated June 10, 2022, from the Commissioner of Planning and Building, be prepared and submitted to the Region of Peel for approval.

Executive Summary

- On May 30, 2022, staff presented the Dundas Corridor Policy Implementation draft Official Plan Amendment (OPA) to the Planning and Development Committee.

- The proposed OPAs supports the vision of a predominately mid-rise Dundas Street Corridor with walkable, transit-supportive complete communities that include a balance of residential and employment uses. The policies identify a hierarchy of building heights, allow for the introduction of sensitive land uses (e.g. residential) subject to criteria, and require the expansion of the existing road, parks and open spaces network.

- The purpose of this report is to respond to comments received on the previously released draft polices and present the final revised Official Plan Amendments for the

Dundas Street Corridor.

- The updated OPA policies for Council approval are included in Appendices 5 and 6. The proposed policies will be implemented through two Official Plan Amendments (OPAs). One will include general policies related to the area vision, urban design objectives, and transportation and parks improvements. The other will include Protected Major Transit Station Area (PMTSA) policies in accordance with the *Planning Act* and will not take effect until the Province approves the new April 2022 Peel Region Official Plan.

Background

The Dundas Connects Master Plan (Dundas Connects) envisioned the entire Dundas Street Corridor as a focus for future growth that provides for walkable, transit-supportive and complete communities. Since the approval of the Dundas Connects recommendations, staff have been advancing various projects and Official Plan Amendments to implement the vision of the Dundas Street Corridor.

An initial draft of the proposed Official Plan Amendment for the Dundas Street Corridor was presented through an Information Report at a Statutory Public Meeting on May 30, 2022. The draft policies set out the vision for the Corridor by proposing to amend a number of chapters in the Mississauga Official Plan including the Direct Growth, General Land Use, Community Nodes, Neighbourhoods, and Employment Areas chapters. The report to the Planning and Development Committee, dated May 6, 2022, is accessible at the following link: https://pub-mississauga.escribemeetings.com/filestream.ashx?DocumentId=26359.

Public Engagement

The development of the policies has been a consultative process resulting in the proposed policy framework. The engagement program included statutory and non-statutory meetings, online communication and virtual meetings with landowners, members of the public and agency groups, as detailed below.

- **Circulation to Stakeholder:** Staff circulated the draft policies to stakeholders and public agencies to receive their input. Comments were received and incorporated where appropriate into the revised amendments.

- **Indigenous Communities:** Letters inviting Indigenous communities to participate in the policy review for the Dundas Corridor Policy Implementation OPA were sent to the Haudenosaunee Development Institute, the Huron-Wendat First Nation, the Mississaugas of the Credit First Nation, and the Six Nations of the Grand River. No comments or concerns were received.

- **Stakeholder Meetings:** Staff met with key stakeholders including: development consultants, landowners, and employment operators. Comments received were primarily

related to policy clarifications, buildings heights and implementation timing. Site specific comments were also received related to the compatibility of potential sensitive land uses in proximity to employment areas, specifically those between Haines Road and Blundell Road fronting the south edge of Dundas Street as they relate to Mother Parkers' facilities.

- **Online Comments:** The draft OPA policies were posted on the project website through the interactive "Konveio" digital platform where comments could be directly posted for specific policies. This was available from May 16, 2022 to June 10, 2022.

- **Statutory Public Meeting:** A statutory public meeting was held on May 30th, 2022 at Planning and Development Committee. Notification for the Statutory Public Meeting was published in the Mississauga News. Information of this public meeting was also shared on the City-wide Major Transit Station Area Study website. There were 6 deputations made at this meeting.

Comments

The City is proposing two Official Plan Amendments (OPAs) referenced as OPA 141 and OPA 142, which will be incorporated into the Official Plan concurrently, as shown in attached Appendices 5 and 6. The OPAs set out a new policy framework to guide transit-supportive development along Dundas Street. The OPAs establish policies to support future growth in a predominately mid-rise built form and to create a more urban character consistent with complete community objectives. The proposed policies promote a balance of residential and employment land uses, identify a hierarchy of building heights and built form, allow for the introduction of additional sensitive land uses subject to criteria, and require the expansion of the existing road, parks and open space network.

This report summarizes comments received to date and presents staff's final recommendations and modifications to the Official Plan Amendments (OPAs) for the Dundas Corridor.

SUMMARY OF COMMENTS RECEIVED ON THE DRAFT POLICIES

All written input received through the public engagement process is included in Appendix 1 and oral deputations are noted in Appendix 3. The response from staff to comments received has been included in Appendix 2. Below is a brief summary of the key public comments and concerns.

1. Maximum Building Heights

Summary - Requests were received from some landowners to remove maximum building heights from the schedules to allow for taller buildings along the Corridor. References to the Provincial Growth Plan and Regional targets were noted as justification to remove maximum

building height requirements, or to revisit the Dundas Connects recommendations related to building heights.

Staff Response - The proposed heights are appropriate and reflect the vision for a predominately mid-rise corridor as per the 2018 Council endorsed Dundas Connects Master Plan. Although the Master Plan was endorsed 4 years ago, no significant change has occurred to the existing conditions in the area that would warrant amending the envisioned height structure for Dundas Street.

Building heights are to vary along the Corridor to reflect the city structure and support the urban hierarchy of the Official Plan. The Dundas Street will have bus rapid transit (BRT) that will be operate in mixed traffic along certain segments. The Corridor is not intended to accommodate the same level of intensification as the Hurontario Corridor which is located along a light rail transit line. Buildings with the greatest heights of up to 25-storeys will be located in proximity to the Dixie GO Station area where several rapid transit lines intersect. Taller mid-rise buildings up to 12-storeys will be located at the intersections of Winston Churchill, Erin Mills, Erindale Station, and Cawthra, and buildings with lower heights between 6 to 9 storeys will be located between these areas.

The proposed building heights for the Corridor take into account the surrounding existing and planned context, including low density residential and employment areas. They reflect the planned growth allocation for the Corridor, and provide direction for development to accommodate anticipated growth, in a built form that will support the Dundas BRT passenger ridership. Mid-rise buildings will provide a more intense form of development where tall buildings are not envisioned as appropriate. The availability of mid-rise buildings is not prevalent in the city and the Dundas Street Corridor policies intend to address this gap in built form. The proposed mid-rise built form and building heights are considered an appropriate scale of development for the Corridor that takes into consideration the relationship to the street and supports a comfortable pedestrian environment.

The proposed building heights are in keeping with Provincial and Regional policies (please refer to Appendix 8).

2. Maintain Mixed Use Designation

Summary - Requests were received from Dundas Street property owners to maintain the existing Mixed Use designation for areas that are will be removed from the Employment Areas. By keeping the Mixed Use designation outside Employment Areas, residential uses would be permitted as of right.

Staff Response - It was not the intent of the Dundas Connect Master Plan to allow as of right residential permissions for all lands currently designated Mixed Use within an Employment

Area. By designating these lands Mixed Use Limited as proposed, there is an opportunity to introduce sensitive land uses such as residential, without the need for an Official Plan amendment. However any proposal for residential uses would be subject to criteria to determine if such uses in proximity to existing industry are appropriate. Not all lands will be suitable for residential uses.

3. Removal from Employment Areas

Summary - A number of property owners expressed concern that no policy changes were being proposed for lands on the south side of Dundas Street between Blundell Road and Haines Road. Requests were made to remove these lands from the Dixie Employment Area and redesignate the lands from Mixed Use to Mixed Use Limited to allow for the consideration of residential uses.

Staff Response - These lands are uniquely located in proximity to the Mother Parkers Tea and Coffee facilities. Recent data from Mother Parkers suggests that there are potential noise and air issues that may impact sensitive land uses if located on the subject sites. The Ahmed Group also provided information indicating noise mitigation would be required to support residential uses. Staff are of the opinion further analysis is required to determine the suitability of sensitive land uses in the affected lands. A special site policy was added for these lands requiring a completed municipal led land use compatibility assessment to determine the suitability of sensitive land uses, such as residential. Until such time, the existing Official Plan policies will continue to apply with no proposed changes. Staff would initiate the work on the assessment over the summer by starting the procurement process to retain a consultant.

4. Expansion and Intensification within Major Transit Station Areas

Summary - Further intensification of lands within identified Protected Major Transit Station Areas (PMTSAs) was requested by property owners, to address Provincial and Regional policies. Comments were also received to expand the boundaries of the Confederation Parkway PMTSA to include additional properties.

Staff Response - The proposed policies allow development within the Dundas Street Corridor, to achieve the Regional density targets for Major Transit Station Areas (MTSAs). Regional and Provincial policies support intensification within MTSAs; however there is also a recognition that not all MTSAs will provide the same development opportunities given the existing context, established uses and planned vision for the area. The boundaries of MTSAs and PMTSAs are established by the Region of Peel.

5. Mixed Use Limited Designation Policies

Summary – Requests from property owners to provide more permissive language for sensitive land uses, including residential uses, if the land use compatibility criteria set out under the Mixed Use designation is satisfied.

Staff Response – The proposed policies have been amended to replace “may be considered” with “may be permitted” to provide more clarity on the introduction of residential uses for lands designated as Mixed Use Limited, subject to criteria.

6. Dixie-Dundas Community Node Boundary and Land Use Changes

Summary – Comments were received requesting a review of the proposed Dixie-Dundas Community Node boundary to include lands with potential intensification opportunities in proximity to the proposed boundary. Comments from the Toronto and Region Conservation Authority were also received advising that any policy changes for lands within a Special Policy Area requires prior approval from the Province and conservation authority.

Staff Response – The proposed boundary for the Dixie-Dundas Community Node reflects the Council endorsed recommendations of the Dundas Connects Master Plan which was developed with extensive public consultation. The proposed Community Node boundary has been further modified since the May 30, 2022 public meeting to exclude lands within the Dixie-Dundas and Applewood Special Policy Areas as requested by the Toronto and Region Conservation Authority. This is being done to be consistent with policy 3.1.4 of the PPS which requires Provincial approval for any change to official plan policies, land use designations or boundaries for Special Policy Area lands.

It is intended that the Community Node boundary would eventually include lands within these two Special Policies Areas once appropriate flood mitigation is completed any proposed policy changes have been approved by the Province.

7. Delineation of Local Roads

Summary – Request to remove Figures 5-16.1 and 5-16.2 that illustrate conceptual road expansion and reference to the figures.

Staff Response – The proposed road network figures are intended to be conceptual. The figures are provided for illustrative purposes to guide future development. The design, access requirements, and ownership of roads and pedestrian connections will be determined as part of the development application process.

KEY MODIFICATIONS TO DRAFT POLICIES AND SCHEDULES

Staff have reviewed the feedback from various stakeholders and propose minor modifications to the proposed draft OPAs presented at the May 30, 2022 Public Information Meeting. Appendices 5 and 6 of this report identifies each modification to the draft polices and schedules. Key changes to the draft policies are provided below.

1. Official Plan Chapter 5.4.16: Strengthening the vision for the Dundas Street Corridor by including additional wording related to the location of building heights and noting that not all lands will be able to accommodate new residential uses due to land use compatibility issues with existing industries.

2. Official Plan Chapter 11: Providing more permissive language for the introduction of sensitive land uses, such as residential, if the land use compatibility criteria set out in the Mixed Use Limited designation is satisfied.

3. Official Plan Chapter 14.3:
   a) Revising the Community Node policies and boundary to keep the Applewood Special Policy Area in the Applewood Neighbourhood Character Area.

   b) Adding a new policy to set out criteria for the removal of a holding provision placed on lands within the Regional Storm floodplain.

4. Official Plan Chapter 17.4: Adding a new special site policy for lands located on the south side of Dundas Street East between Blundell Road in the east and Haines Road in the west. These land will require the completion of a municipal led land use compatibility assessment to determine appropriate changes in land use permissions. Development applications proposing a change in land use permissions will be considered incomplete until a municipal led land use compatibility assessment has been completed.

5. Official Plan Schedules: Correcting mapping errors to reflect existing zoning building height permissions and heights endorsed under the Dundas Connects Master Plan. Mapping has also be amended to reflect the revised Dixie-Dundas Node.

6. Adding text identifying when Protected Major Transit Station Area policies would come into force and effect.

7. Minor technical word changes and policy renumbering and sequencing.

IMPLEMENTATING THE OFFICIAL PLAN AMENDMENTS, HEIGHTS AND LAND USES

Official Plan Amendments

The proposed policies will be implemented through two separate Mississauga Official Plan Amendments (MOPA 141 and MOPA 142). Following approval of the recommendations in this

report by the PDC, Staff will be preparing two implementing OPA By-laws to City Council for adoption. MOPA 141 will include general policies establishing the area vison, urban design objectives and transportation and park improvements. MOPA 142 will include Protected Major Transit Station Area (PMTSA) policies related to land use and building heights in accordance with the *Planning Act.* The policies of MOPA 142 will not come into force and effect until the Province has approved the Major Transit Station Area policies of the new April 2022 Peel Region Official Plan, and the City-wide MTSA OPA (MOPA 144) is in force and effect.

MOPA 141 that includes general policies will be exempt from Region of Peel approval, while MOPA 142 which includes PMTSA policies will require approval by the Region of Peel.

Building Heights and Land Use Designation

The proposed building heights and land use designations being recommended through this policy review are to be implemented through the City-wide MTSA OPA (MOPA 144), and are attached as Appendix 4. The recommended building heights and land use designations will be shown in a new Schedule 11 that will apply to the Dundas Street Corridor. Final approval of the City's MTSA policies are contingent on the Province's approval of the Region of Peel's MTSA policies.

PROVINCIAL AND REGIONAL CONFORMITY

The Province identifies through its Provincial Policy Statement (PPS) matters that are of provincial interest, and provides direction on creating livable, healthy and resilient communities. The PPS highlights the importance of the efficient use of land and resources, a range of housing options, a mix of employment opportunities and access to recreation, parks and open spaces. The Province has also set out the Growth Plan for the Greater Golden Horseshoe to establish a land use planning framework and manage growth. It highlights the importance of building complete communities, supporting economic development, and directing intensification to strategic growth areas to make efficient use of land and optimize infrastructure.
The Region of Peel Official Plan (ROP) and the new April 2022 Peel Region Official Plan (PROP) adopted but not yet approved, provides direction and a strategic policy framework to guide development and growth in Peel Region and Mississauga.

The proposed amendments to MOP is consistent with the Provincial Policy Statement, and conforms to the Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan and Mississauga Official Plan. The proposed policies will also conform to the new Peel Region Official Plan (PROP), which represents Regional Council's most current vision to guide growth and development within the Region up to the year 2051. Appendix 8 provides a detailed analysis of consistency and conformity with relevant Provincial and Regional plans and policies.

Financial Impact

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

Conclusion

Comments from a range of stakeholders have been carefully considered and the proposed policies have been revised where appropriate. These policies will provide a sound planning framework for the Dundas Street Corridor to guide future growth that provides for walkable, transit-supportive and complete communities.

Staff is recommending approval of the proposed amendments to MOP for the Dundas Street Corridor. The OPAs are consistent with the Provincial Policy Statement, and conform to the Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan and Mississauga Official Plan.

Attachments

Appendix 1: Written Submissions
Appendix 2: Response to Comments
Appendix 3: Public Meeting Minutes
Appendix 4 Proposed Building Heights and Land Uses for the Dundas Corridor – Draft Protected MTSA Schedules 11-E, 11-F and 11-G
Appendix 5: Recommended Official Plan Amendments – Revised Character Area Policies
Appendix 6: Recommended Official Plan Amendments – Revised Official Plan Schedules
Appendix 7: Planning Rationale for Proposed Amendments to Mississauga Official Plan
Appendix 8: Applicable Policy Analysis

A Whittemore

Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Bashar Al-Hussaini, Planner

May 25, 2022

Your Worship Mayor Bonnie Crombie and City Councilors,
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

PROPOSED MAJOR TRANSIT AREA AND DUNDAS COORIDOR OFFICIAL PLAN AMENDMENTS TO IMPLEMENT THE PROVINCIAL A PLACE TO GROW PLAN, NEW REGION OF PEEL OFFICIAL PLAN AND THE DUNDAS CONNECTS MASTER PLAN

We own **1030 Dundas Street East, Mississauga** (herein the "property") which fronts onto the south side of Dundas Street East and is located to the east of the Tomken Road intersection.

We request Your Worship, City Councillors and Planning and Development Committee to direct the City of Mississauga land use planning staff to make the following changes to their draft Official Plan Amendments to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan adopted April 28th, 2022 and the City's own Dundas Connects Masterplan:

Employment Zone:

The City must remove our property from the Dixie Employment Area in accordance with the Provincial A Place To Grow Plan and the new Peel Region Official Plan adopted April 28th, 2022. The City of Mississauga "Map 17-4 Dixie Employment Area" and map "Schedule 9 Character Areas" must be consistent with the enclosed "Employment Areas Schedule E-4" of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states:

> *"5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4."*

Land Use:

On May 9th, 2022, during a Statutory Public Meeting for City Staff's proposed draft Major Transit Station Area Official Plan Amendment, Councillor Carlson had sought the position of City Staff in relation to a deputation made by adjacent landowner's land use planning counsel, Mr. Peter Gross of Gowling WLG representing the Ahmed Group, for the residential mixed-use redevelopment of their lands at 1000 and 1024 Dundas Street East, Mississauga. Commissioner Andrew Whittemore, Planning & Building of City Staff responded that:

> *"Through the chair, thank you for the deputation, obviously staff would be happy to sit down and discuss with you, but I will point out to the committee that this property is directly in proximity to Mother Parkers (Inc.) which is a property that you talked to just last week, so, it's a complex site, and a lot of the* ***complexity*** *of these properties in and around that area will really be fully addressed through the Dundas Connects report which I believe is coming on May 30th, so, we'll have some time to talk about that, but I just wanted to provide the PDC some content."*

We understand that the complexity concerns of City Staff outlined by Commissioner Whittemore relate to Mother Parkers Tea & Coffee Inc. who operates nearby and has lobbied the City against allowing the residential mixed-use redevelopment of our property on the basis of supposed land use compatibility concerns.

Rowan Williams Davies & Irwin Inc., a world renowned international multi-disciplinary engineering firm (herein "RWDI") have completed a Land Use Compatibility Study in accordance with the City of Mississauga Terms of Reference for Ahmed Group's lands and they have concluded that the residential mixed-use re-development of these lands would be compatible with Mother Parkers Tea & Coffee Inc.'s operations (i.e., current, and future potential noise and odours). We believe that there would be identical findings for our property, which would similarly also allow for the future redevelopment of our property for a residential mixed-use building.

Despite Ahmed Group having retained RWDI to complete a Land Use Compatibility Study that has concluded that the residential mixed-use re-development of their lands would be compatible with Mother Parkers Tea & Coffee Inc., City Staff have declined to provide Ahmed Group with a DARC meeting and propose to include both their and our property within the employment zone in the Dundas Corridor Official Plan Amendment, freezing our rights to redevelop our property for residential mixed-use purposes. The decision to freeze our land use due to "***complexity***" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits the filing of applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments

Accordingly we seek the re-designation of our property on proposed draft map "Protected Major Transit Station Area Schedule 11-G" to be changed from "Mixed Use" to "Mixed Use Limited," **similar to other properties along Dundas Street and within Major Transit Station Areas,** allowing for the future redevelopment of our property for a mixed-use building containing residential uses, without the need for an Official Plan Amendment in accordance with the Provincial A Place To Grow Plan and the new Region of Peel Official Plan, as well as the recommendation on page 118 of the City's own Dundas Connects Master Plan which reads as follows:

> *"Lands that are currently designated mixed use along the (Dundas) corridor and near major transit stations should also allow for residential, major office and institutional uses to support the achievement of intensification targets."*

This redesignation of our lands in City Staff's proposed official plan amendments would permit our lands to be truly Mixed Use and allow for a more appropriate transition to existing residential lands across the street from our property.

Height, Density, and our Right of Appeal:

- The Provincial A Place to Grow Plan Section 2.2.4.3.b. prescribes the following minimum development density for our property, which is further supported by the new Region of Peel Official Plan:

  "3. Major transit station areas on priority transit corridors or subway lines will be planned for a ***minimum density target*** *of:*

  b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or"

- On May 9th, 2022, during a Public Meeting for the Major Transit Station Area Official Plan Amendment, Councillor Parrish had rightfully questioned City Staff on the necessity of maximum heights as proposed in the draft official plan amendment, as well as the rights of landowners to appeal. The following was said:

  Councillor Carolyn Parrish

  Yes, thank you very much for your presentation. I read this all very carefully, and the map, the reason I'm looking at Cooksville isn't because I'm the Councillor there it's because I'm a resident there, and I, I first of all was also Chair of the Planning and Growth Committee at the Region (of Peel), and at no point did we talk about heights? Is this a unique preoccupation with Mississauga or is this something we were instructed to look at?

Bashar Al-Hussaini, City Planner and Project Lead

So in order for MTSAs to be protected MTSAs which would basically mean enable inclusionary zoning among other things and protect policies from appeal, we would need to define heights, minimum and maximum heights. ***Those heights are also currently being used to guide densities within the MTSAs.*** *In terms of requirements for heights, we have proposed this approach because we felt that the FSI approach in terms of build-form is potentially not the best route to take, and that height requirements would be more sort of prescriptive.*

Councillor Carolyn Parrish

So, what I'm hearing from you was this was a decision, internal decision, to look at heights rather than FSI?

Bashar Al-Hussaini, City Planner and Project Lead

Correct…

Councillor Carolyn Parrish

So, if the world is going to tall towers, tall point towers. We're going to stick with little block buildings if we have to?

Bashar Al-Hussaini, City Planner and Project Lead

So in terms of meeting the minimum density targets, umm...

Councillor Carolyn Parrish

I get all of that. I lived in the Region – I'm telling you. ***So, you're telling me that this is a decision made locally, and once it's made, if it goes into our MTSA (Major Transit Station Area Official Plan Amendment), its not appealable and there is no negotiations?***

Bashar Al-Hussaini, City Planner and Project Lead

If it's approved, correct.

- City Staff's decision of using maximum heights to "***guide density***" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits filing applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments.
- The ability of the City to freeze the rights of our property was to protect the above cited minimum development densities from appeal, and not to impose a maximum development density, which City Staff are now proposing indirectly through maximum building height limits.
- Accordingly, we ask that your Worship and City Councillors direct City Staff to remove the proposed maximum limit on building heights for our property as proposed on draft map Protected Major Transit Station Area Schedule 11-G.
- It is important to note existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate for a property such as ours located directly adjacent to the upcoming Tomken Road Bus Rapid Transit Station.

Ahmed Group's Development Project at 1000 & 1024 Dundas Street East, Mississauga:

- Ahmed Group has informed us of their proposed mixed-use purpose-built rental apartment development project at 1000 & 1024 Dundas Street East, Mississauga, as shown on enclosed plans marked as Schedule B.
- We support Ahmed Group's project for their property, specifically the proposed land uses, development density and building heights.

- We ask that your Worship and City Councillors direct City Staff to meaningfully engage in discussions with Ahmed Group and expedite the review of their project.

We would like to thank Your Worship Mayor Bonnie Crombie, City Councillors, the City of Mississauga Planning and Development Committee, and the City of Mississauga land use planning staff for making the changes that we have requested to the draft Major Transit Station Area Official Plan Amendment and the draft Dundas Corridor Official Plan Amendment, to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City's own Dundas Connects Masterplan.

Yours Sincerely,

TAVORA HOLDING CO. LTD.

Per: _____

Mr. Paulo Tavora, President

c.c:

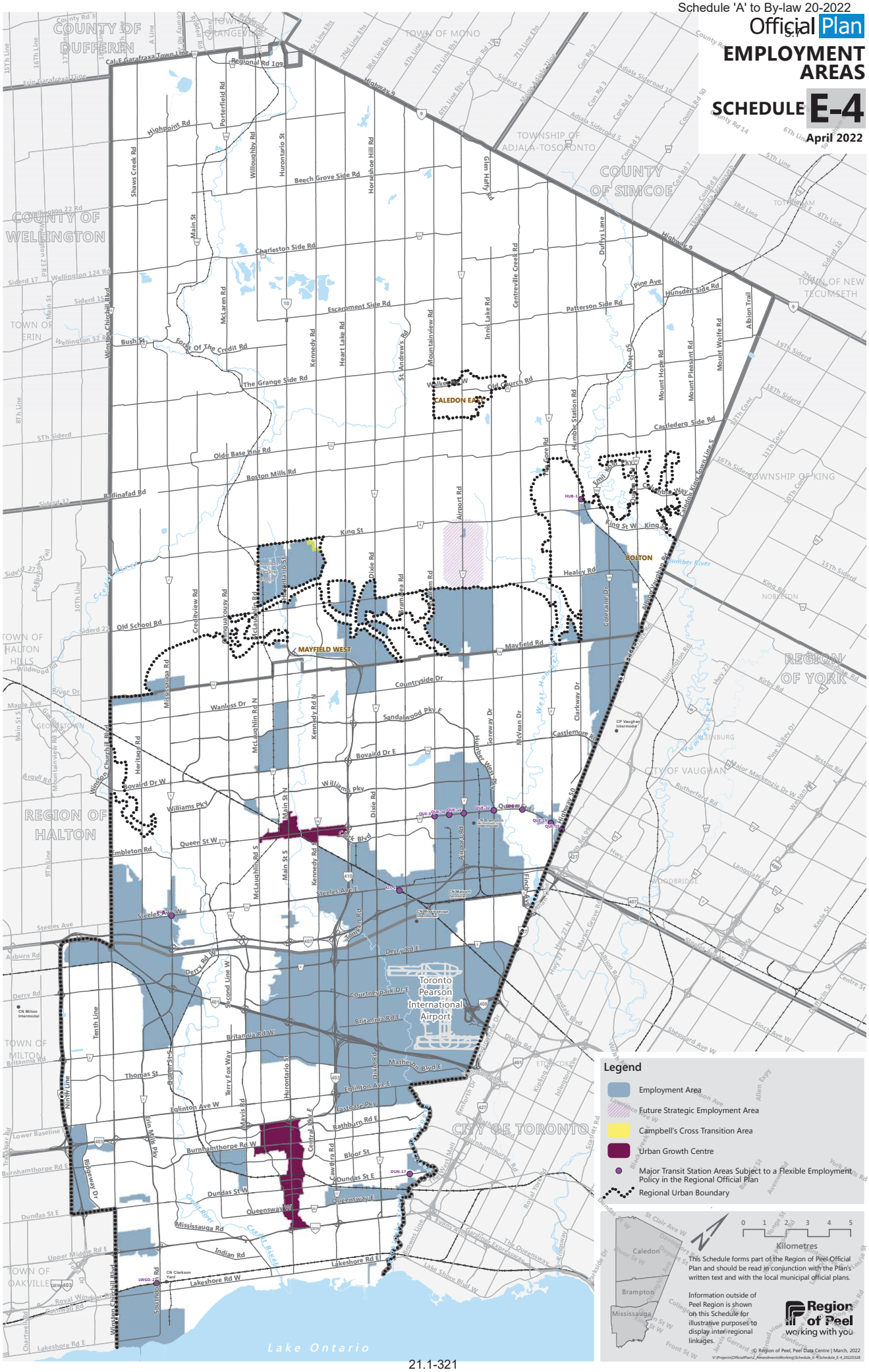
1. Your Worship Mayor Bonnie Crombie - mayor@mississauga.ca
2. Ward 1 - Councillor Stephen Dasko - stephen.dasko@mississauga.ca
3. Ward 2 - Councillor Pat Mullin - pat.mullin@mississauga.ca
4. Ward 3 – Councillor Chris Fonseca - chris.fonseca@mississauga.ca
5. Ward 4 – Councillor John Kovac - john.kovac@mississauga.ca
6. Ward 5 – Councillor Carolyn Parrish - carolyn.parrish@mississauga.ca
7. Ward 6 – Councillor Ron Starr - ron.starr@mississauga.ca
8. Ward 7 – Councillor Dipika Damerla - dipika.damerla@mississauga.ca
9. Ward 8 – Councillor Matt Mahoney - matt.mahoney@mississauga.ca
10. Ward 9 – Councillor Pat Saito - pat.saito@mississauga.ca
11. Ward 10 – Councillor Sue McFadden - sue.mcfadden@mississauga.ca
12. Ward 11 – Councillor George Carlson - george.carlson@mississauga.ca
13. Commissioner Planning and Building – Andrew Whittemore – andrew.whittemore@mississauga.ca
14. City Clerk and Director, Legislative Services – Diana Rusnov – diana.rusnov@mississauga.ca
15. Moe Ahmed, President and CEO, Ahmed Group – m@ahmed.group
16. Timothy Harris, COO, Ahmed Group – timothy@ahmed.group
17. Jose Garreton, Senior Project Manager, Ahmed Group – jose@ahmed.group
18. Peter Gross, Partner, Gowling WLG – peter.gross@gowlingwlg.com
19. Brian Parker, Senior Land Planner, Gowling WLG – brian.parker@gowlingwlg.com
20. John Lohmus, Senior Land Planner, Plan Logic Consulting – johnlohmus@outlook.com

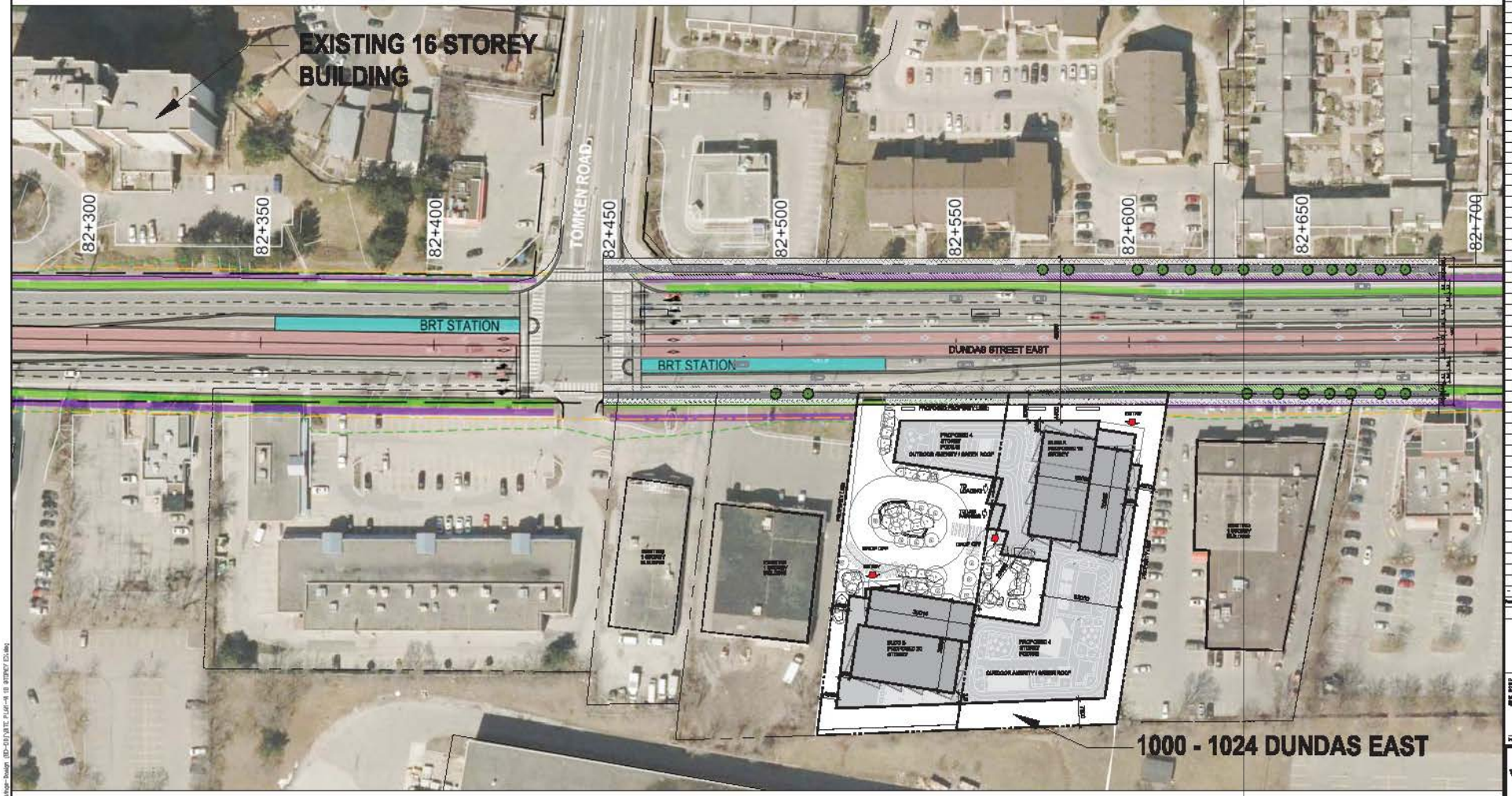
Official Plan

EMPLOYMENT AREAS

SCHEDULE E-4

April 2022





LEGEND

- PROPOSED BRT LANE
- PROPOSED BRT STATION
- EXISTING ROW
- MISSISSAUGA OP 42m ROW
- PROPOSED SIDEWALK
- PROPOSED CYCLE TRACK
- PROPOSED MUP
- APPROXIMATE GRADING LIMITS
- PROPOSED RETAINING WALL

Key Plan

WZMH ARCHITECTS

1000-1024 DUNDAS
MISSISSAUGA, ONTARIO

SITE PLAN

Scale: 1:400

Project: 07.395.000

Drawing Number: A-102

5.7

May 27, 2022

Your Worship Mayor Bonnie Crombie and City Councilors,
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

PROPOSED MAJOR TRANSIT AREA AND DUNDAS CORRIDOR OFFICIAL PLAN AMENDMENTS TO IMPLEMENT THE PROVINCIAL A PLACE TO GROW PLAN, NEW REGION OF PEEL OFFICIAL PLAN AND THE DUNDAS CONNECTS MASTER PLAN

We own **2560 and 2564 Confederation Parkway, Mississauga** (herein the "property") which fronts onto the west side of Confederation Parkway and is located to the south of the Dundas Street and Confederation Parkway intersection. Our property consists of two vacant land parcels that are ripe for redevelopment.

We are concerned with the deadline to respond to the above cited proposed amendments, and do not understand why we do not have more time given the Region of Peel has only recently adopted their new Official Plan on April 28th, 2022.

Despite the above, we nonetheless request Your Worship, City Councillors and Planning and Development Committee to direct the City of Mississauga land use planning staff to make the following changes to their draft Official Plan Amendments to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City's own Dundas Connects Masterplan:

Proposed Confederation Parkway Major Transit Area Boundary:

As shown in Figure 1, 2, and 3 in the Appendix, our property has been excluded from the Confederation Parkway Major Transit Station Area Boundary (herein "**MTSA**"). There is no equitable explanation for three sides surrounding our property to be included while our property is excluded. In addition, there is a Bus Rapid Transit Station proposed at the corner of Dundas Street and Confederation Parkway which is less than 150 metres from our property as shown in Figure 4 and 5 in the Appendix. In light of Figure 1, 2, 3, 4, and 5, it is absurd for our property to be excluded from the MTSA given its proximity to future transit, and whereas properties much further away are included in the proposed MTSA. We will be approaching the Region of Peel to seek an amendment to include both our and the adjacent properties to be within the MTSA in the Regional Official Plan that was recently adopted April 28th, 2022.

Employment Zone:

The City of Mississauga "Map 17-4 Dixie Employment Area" and map "Schedule 9 Character Areas" must be consistent with the enclosed "Employment Areas Schedule E-4" of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states:

> "*5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4."*

Land Use:

We ask that your Worship and City Councillors direct City Staff to re-designate our property on proposed draft map "Protected Major Transit Station Area Schedule 11-G" to be changed from "Mixed Use" to "Residential High Density," **similar to other properties to the north and west of our property,** allowing for the future redevelopment of our property for a multi-family residential building, without the need for an Official Plan Amendment in accordance with the Provincial A Place To Grow Plan and the new Region of Peel Official Plan, as well as the recommendation on page 118 of the City's own Dundas Connects Master Plan which reads as follows:

Ahmed Group (2560+2564 Confederation Pkwy) Inc.
1024 Dundas St. E., Mississauga, Ontario L5N 1W1
P: 905-949-0999 ▪ F: 905-949-9489 ▪ W: www.Ahmed.Group

5.7

"*Lands that are currently designated mixed use along the (Dundas) corridor and near major transit stations should also allow for residential, major office and institutional uses to support the achievement of intensification targets."*

It is important to note our property has historically been used for residential land uses. Recently, our property was re-zoned to permit residential dwelling units above ground floor commercial, and was labeled Mixed Use in the Mississauga Official Plan. It is accordingly appropriate for our property to be considered for Residential High Density. This redesignation of our lands in City Staff's proposed official plan amendments would allow for a more appropriate transition to existing residential lands that surround our property. Further our consultants have concluded that our property and surrounding properties are ideal candidates for the redesignation to Residential High Density. This redesignation will assist to achieve the Provincial A Place to Grow Plan and new Region of Peel Official Plan objectives, in relation to much needed rental housing.

Height, Density, and our Right of Appeal:

- The Provincial A Place to Grow Plan Section 2.2.4.3.b. prescribes the following minimum development density for our property:

  "3. Major transit station areas on priority transit corridors or subway lines will be planned for a ***minimum density target*** *of:*

  b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or"

- On May 9th, 2022, during a Public Meeting for the Major Transit Station Area Official Plan Amendment, Councillor Parrish had rightfully questioned City Staff on the necessity of maximum heights as proposed in the draft official plan amendment, as well as the rights of landowners to appeal. The following was said:

  Councillor Carolyn Parrish

  "Yes, thank you very much for your presentation. I read this all very carefully, and the map, the reason I'm looking at Cooksville isn't because I'm the Councillor there it's because I'm a resident there, and I, I first of all was also Chair of the Planning and Growth Committee at the Region (of Peel), and at no point did we talk about heights? Is this a unique preoccupation with Mississauga or is this something we were instructed to look at?"

  Bashar Al-Hussaini, City Planner and Project Lead

  "So in order for MTSAs to be protected MTSAs which would basically mean enable inclusionary zoning among other things and protect policies from appeal, we would need to define heights, minimum and maximum heights. ***Those heights are also currently being used to guide densities within the MTSAs.*** *In terms of requirements for heights, we have proposed this approach because we felt that the FSI approach in terms of build-form is potentially not the best route to take, and that height requirements would be more sort of prescriptive."*

  Councillor Carolyn Parrish

  "So, what I'm hearing from you was this was a decision, internal decision, to look at heights rather than FSI?"

  Bashar Al-Hussaini, City Planner and Project Lead

  "Correct…"

  Councillor Carolyn Parrish

  "So, if the world is going to tall towers, tall point towers, we're going to stick with little block buildings if we have to?"

5.7

Bashar Al-Hussaini, City Planner and Project Lead
"So in terms of meeting the minimum density targets, umm..."

Councillor Carolyn Parrish
"I get all of that. I lived in the Region – I'm telling you. ***So, you're telling me that this is a decision made locally, and once it's made, if it goes into our MTSA (Major Transit Station Area Official Plan Amendment), its not appealable and there is no negotiations?"***

Bashar Al-Hussaini, City Planner and Project Lead
"If it's approved, correct."

- City Staff's decision of using maximum heights to "***guide density***" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits filing applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments.
- Accordingly, we ask that your Worship and City Councillors direct City Staff to remove the proposed maximum limit on building heights as proposed on draft map Protected Major Transit Station Area Schedule 11-G.
- It is important to note existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate for a property such as ours located in close proximity to the upcoming Confederation Parkway Bus Rapid Transit Station.

Ahmed Group's Development Project at 1000 & 1024 Dundas Street East, Mississauga:

- Ahmed Group (1000 Dundas St. E.) Inc. and Ahmed Group (1024 Dundas St. E.) Inc. are subsidiaries of the Ahmed Group along with us, and as such we are fully aware of the particulars for their proposed mixed-use purpose-built rental apartment development located at 1000 & 1024 Dundas Street East, Mississauga, as shown on enclosed plans marked as Schedule B.
- We fully support their proposed development, including the land uses, density, building heights and massing.
- We ask that your Worship and City Councillors direct City Staff to meaningfully engage in discussions with Ahmed Group (1000 Dundas St. E.) Inc. and Ahmed Group (1024 Dundas St. E.) Inc. and expedite the review of their project.

We would like to thank Your Worship Mayor Bonnie Crombie, City Councillors, the City of Mississauga Planning and Development Committee, and the City of Mississauga land use planning staff for making the changes that we have requested to the draft Major Transit Station Area Official Plan Amendment and the draft Dundas Corridor Official Plan Amendment, to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City's own Dundas Connects Masterplan.

Yours Sincerely,

AHMED GROUP (2560+2564 CONFEDERATION PKWY) INC.

Per: _____

Moe Ahmed, President and CEO

Ahmed Group (2560+2564 Confederation Pkwy) Inc.
1024 Dundas St. E., Mississauga, Ontario L5N 1W1
P: 905-949-0999 ▪ F: 905-949-9489 ▪ W: www.Ahmed.Group

5.7

c.c:

1. Your Worship Mayor Bonnie Crombie - mayor@mississauga.ca
2. Ward 1 - Councillor Stephen Dasko - stephen.dasko@mississauga.ca
3. Ward 2 - Councillor Pat Mullin - pat.mullin@mississauga.ca
4. Ward 3 – Councillor Chris Fonseca - chris.fonseca@mississauga.ca
5. Ward 4 – Councillor John Kovac - john.kovac@mississauga.ca
6. Ward 5 – Councillor Carolyn Parrish - carolyn.parrish@mississauga.ca
7. Ward 6 – Councillor Ron Starr - ron.starr@mississauga.ca
8. Ward 7 – Councillor Dipika Damerla - dipika.damerla@mississauga.ca
9. Ward 8 – Councillor Matt Mahoney - matt.mahoney@mississauga.ca
10. Ward 9 – Councillor Pat Saito - pat.saito@mississauga.ca
11. Ward 10 – Councillor Sue McFadden - sue.mcfadden@mississauga.ca
12. Ward 11 – Councillor George Carlson - george.carlson@mississauga.ca
13. Commissioner Planning and Building – Andrew Whittemore – andrew.whittemore@mississauga.ca
14. City Clerk and Director, Legislative Services – Diana Rusnov – diana.rusnov@mississauga.ca
15. Moe Ahmed, President and CEO, Ahmed Group – m@ahmed.group
16. Jose Garreton, Senior Project Manager, Ahmed Group – jose@ahmed.group
17. Peter Gross, Partner, Gowling WLG – peter.gross@gowlingwlg.com
18. Brian Parker, Senior Land Planner, Gowling WLG – brian.parker@gowlingwlg.com
19. John Lohmus, Senior Land Planner, Plan Logic Consulting – johnlohmus@outlook.com

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1024 Dundas St. E., Mississauga, Ontario L5N 1W1
P: 905-949-0999 ▪ F: 905-949-9489 ▪ W: www.Ahmed.Group

5.7

APPENDIX



Figure 1: MTSA Boundaries

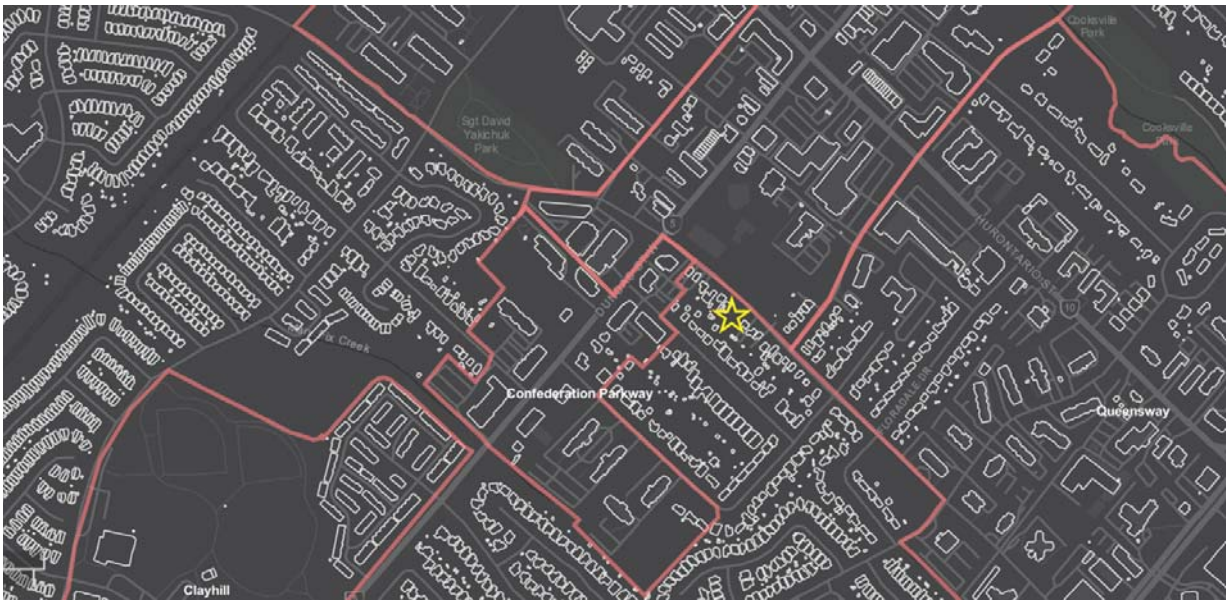

Figure 2: MTSA Boundaries

5.7



Figure 3: MTSA Boundaries

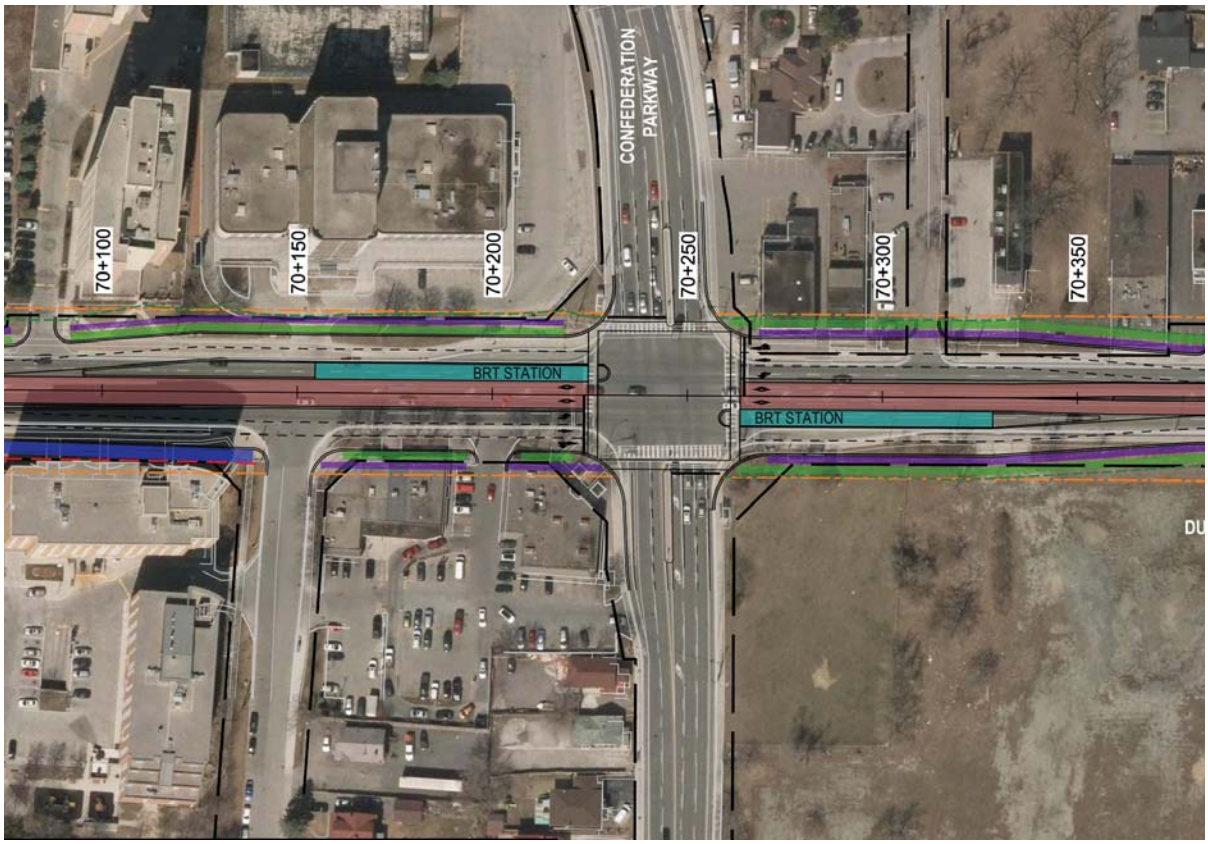

Figure 4: Proposed Location of BRT Station

5.7

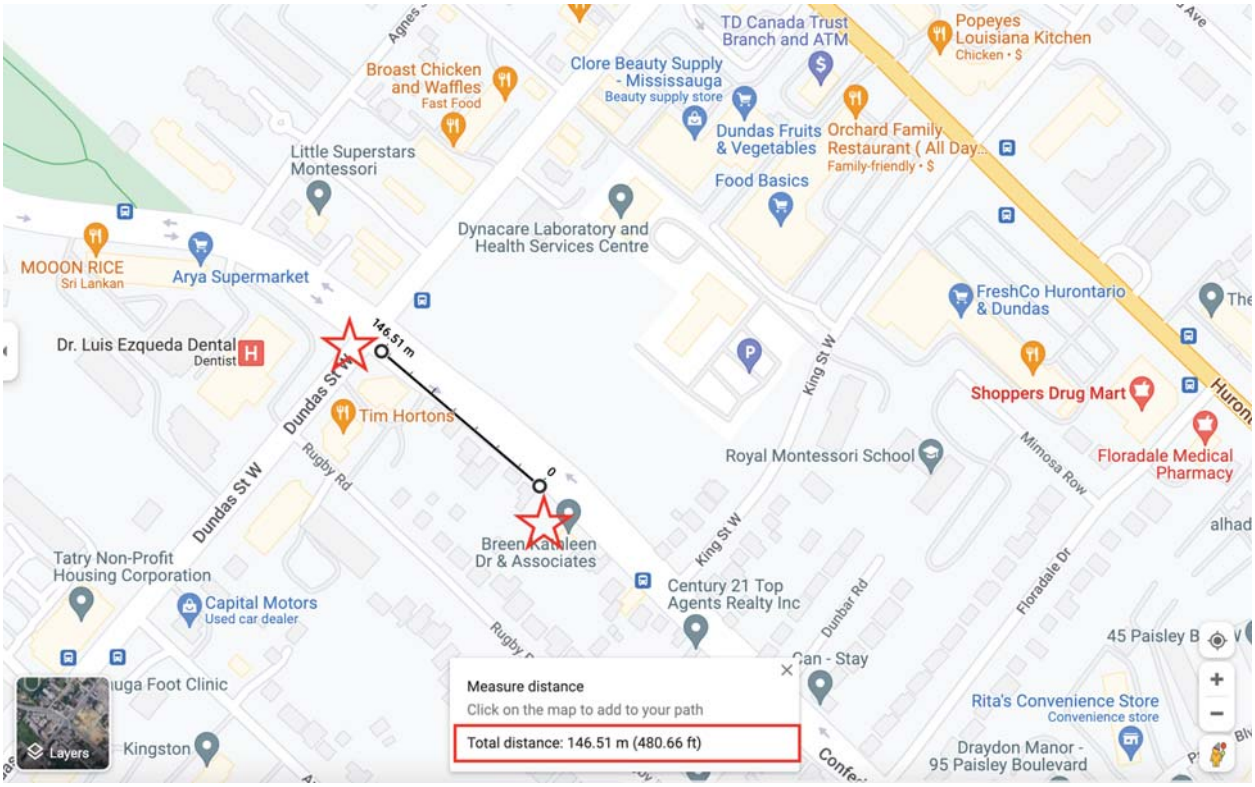

Figure 5: Property Proximity to Proposed BRT Station

Larendale
GROUP OF COMPANIES

Commercial & Residential Land Developers

May 27, 2022

Bashar Al-Hussaini
City Planner Bashar
905-615-3200 ext. #5177
300 City Centre Drive, 6th floor,
Mississauga ON L5B 3C1

Planning and Development Committee
300 City Centre Drive, 2nd floor,
Mississauga ON L5B 3C1

Via Email: application.info@mississauga.ca; deputations.presentations@mississauga.ca;
Bashar.Al-Hussaini@mississauga.ca

Re: 734 Dundas Street East, 1770 Dundas Street East, 2110 Dundas Street East, 2273 Dundas Street West

We are writing on behalf of ESDEB Construction and N. Turk Investments Limited the owners of approximately 4.96 hectares (12.28 acres) of land representing a total of 330.87 metres of frontage collectively on Dundas Street; located within the Dundas Corridor Policy Area; with the municipal addresses of 734 Dundas Street East, 1770 Dundas Street East, 2110 Dundas Street East and 2273 Dundas Street West (the properties). Attachments 1 through 4 are surveys of the respective properties and Attachment 5 is an air photo illustrating the location of each property as it relates to each of the Dundas Corridor focus areas.

After careful review and Participation when possible since 2018 of the Dundas Connects Master Plan, we are writing to ask that the subject properties be amended during the Official Plan Dundas Corridor Policy Implementation to Mixed Use (Residential/Commercial) with no height limit.

From Attachment 5, you can see 734 Dundas Street East which has 56.06 metres of frontage on Dundas is located immediately within the Regional Urban Area as shown on Attachment 6, and within the CAWTHRA Focus Area, with the official plan land use designation of Mixed Use: general commercial and existing height of 2 to 12 Storeys. The property is ideally suited for development for commercial and residential purposes, while maintaining its employment use.

1770 Dundas Street East which has 45.52 metres of frontage on Dundas is located immediately within the Regional Urban Area as shown on Attachment 6, and in between the DIXIE FOCUS AREA on the south side and one lot west of the Hydro Corridor that abuts the ETOBICOKE CREEK FOCUS AREA. It is currently designated Mixed Use, Retail, Service, Commercial with a height limit of 4 stories. This property

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Commercial & Residential Land Developers

located within the Dixie Employment Area Character Node. The property is ideally suited for development for commercial and residential purposes, while maintaining its commercial/employment use. We are writing to request that it be included in the Etobicoke Creek Focus Area and the use be changed to Mixed Use Residential Commercial with a minimum 2 Story height.

2110 Dundas Street East is located immediately within the Regional Urban Area as shown on Attachment 6, and within the ETOBICOKE CREEK. It is currently General Commercial with the existing use of Retail. The property is ideally suited for development for commercial and residential purposes, while maintaining its commercial/employment use.

2273 Dundas Street West, which has 188.76 meters of frontage on the North side of Dundas is located immediately within the Regional Urban Area as shown on Attachment 6, and one lot west from the ERIN MILLS FOCUS AREA. Since it is designated by the region as a 'PMTSA', changing the use of this property to Mixed Use (Residential/Commercial) with unlimited height restrictions will help the municipality and the Region achieve its Growth vision for 2041. The property is ideally suited for development for commercial and residential purposes, while maintaining its commercial/employment use.

We have also reviewed the 2041 Peel Region Draft Growth Scenario and Land Budget Report. While this Report does not make any specific recommendations with respect to the Dundas Corridor Focus Areas, it does identify portions of Dundas Street in Mississauga as Primary Major Transit Station Areas (PMTSA). Where these areas are identified all 4 of the properties are located within the boundaries of these limits as shown in Attachment 6. The regional Growth Scenario states *"Areas on the periphery for inclusion such as existing medium-high density uses, community facilities, and under-utilized sites [such as the properties;] ···place to support The Amendment proposes a policy framework that will direct growth to Primary and Secondary Major Transit Station Areas in Peel and protect Planned Transit Station-Areas for future transit-oriented development. ..transit supportive built forms and higher density-built forms, require additional land use considerations and infrastructure investment to meet···the Major Transit Station Areas policy requirements*." Our client is agreeing with the Region whereby additional land use considerations should be made to support higher forms of density along the corridor area.

Due to the planned urban structure of centres and corridors that provide a focus for intensification, mixed use development and live/work opportunities these properties located on a regional corridor, and is ideally suited for intensification, Transit supportive and pedestrian oriented new, complete communities

These properties provide a logical extension to the urban area in Mississauga through the opportunity to be designated as Mixed Used (residential/commercial) with a minimum height of 2. Through the creation of live/work communities this will reduce the traffic congestion as well as the impact on the environment and help the region and province achieve its Growth Objectives though housing.

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Commercial & Residential Land Developers

The inclusion of the property within the urban boundary will not negatively impact any environmentally sensitive lands including those near the Etobicoke Creek Area.

Our objective is to protect the existing Job creation to match labour force growth that requires the identification and protection of employment lands while creating more housing by redesignating the properties Mixed Use (Residential/Commercial)

We would like to identify several properties along the Dundas Corridor area which proved a successful official plan amendment for Mixed Use, providing Mississauga residents with exceptional live/work communities.

92 PARK ST E, 42 STOREYS, MIXED USE
19 ANN ST, 22 STOREYS MIXED USE
255 DUNDAS ST W 14 STOREYS, MIXED USE

We would like to provide Housing diversity and affordable housing to offer regional/municipal residents housing choices and for attracting a more diverse and skilled labour force with in the live/work area. It is proposed that the properties include a range of unit sizes, which will include rental housing, seniors housing, the missing middle and affordable family sized units. The location is appropriate for such a range of uses, and the property would be able to enhance the housing diversity in the Region and Municipality while maintaining existing the labour force and employment lands. On behalf of the landowners, we would ask that you consider this submission as part of your review of the Dundas Corridor Policy Implementation Draft Municipal Official Plan Amendment Implementation Policy. We look forward to being involved in this process. If necessary, please contact the undersigned at any time to discuss matters related to the inclusion of this property within the municipal urban area.

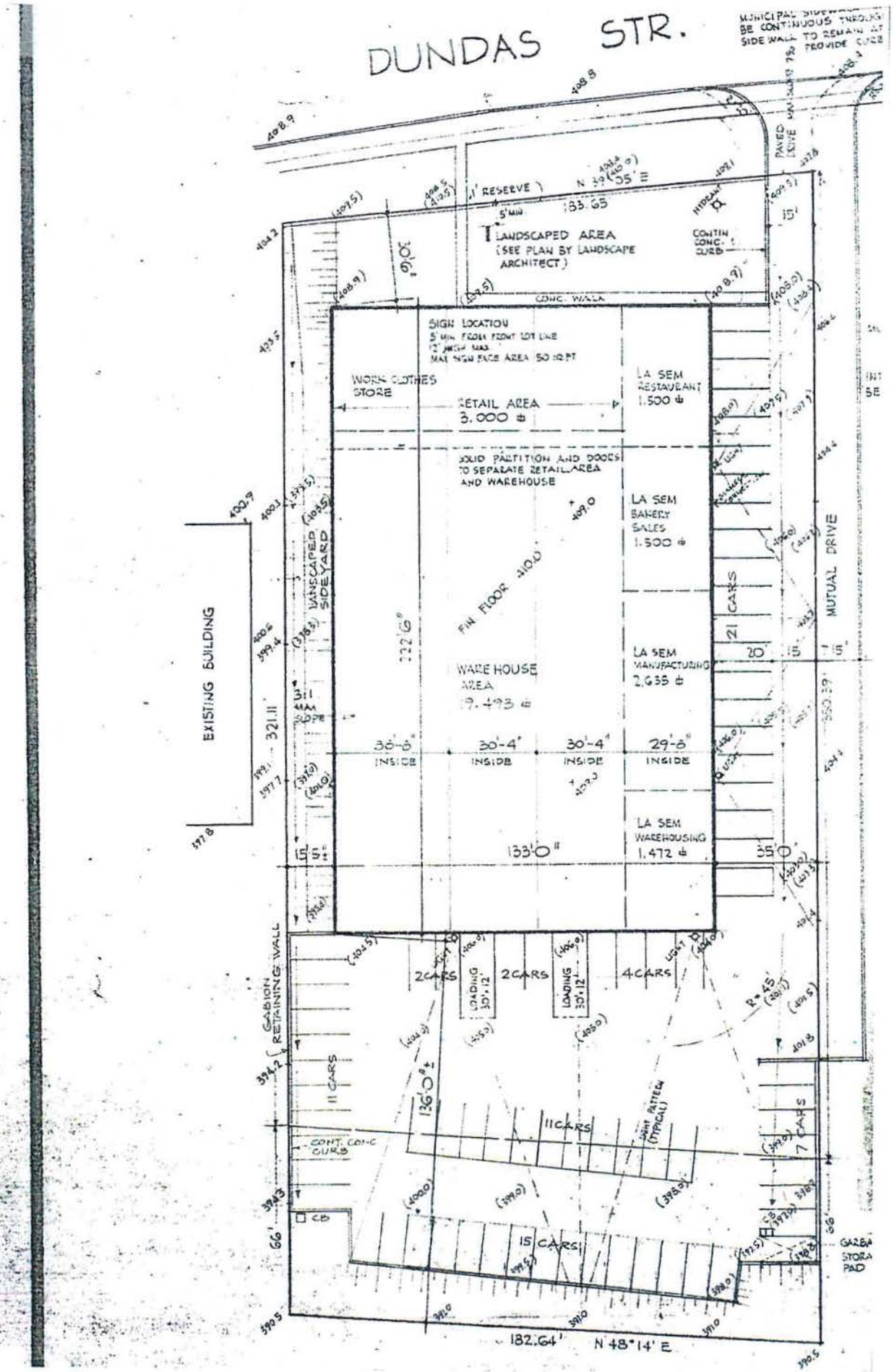
Yours truly,

Larendale Group Inc

c.c. Mr. Jonah Turk, Mr. Robert Turk, Mr. Larry Turk, Mr. Jonah S. Turk; ESDEB CONSTRUCTION and N. Turk Investments.

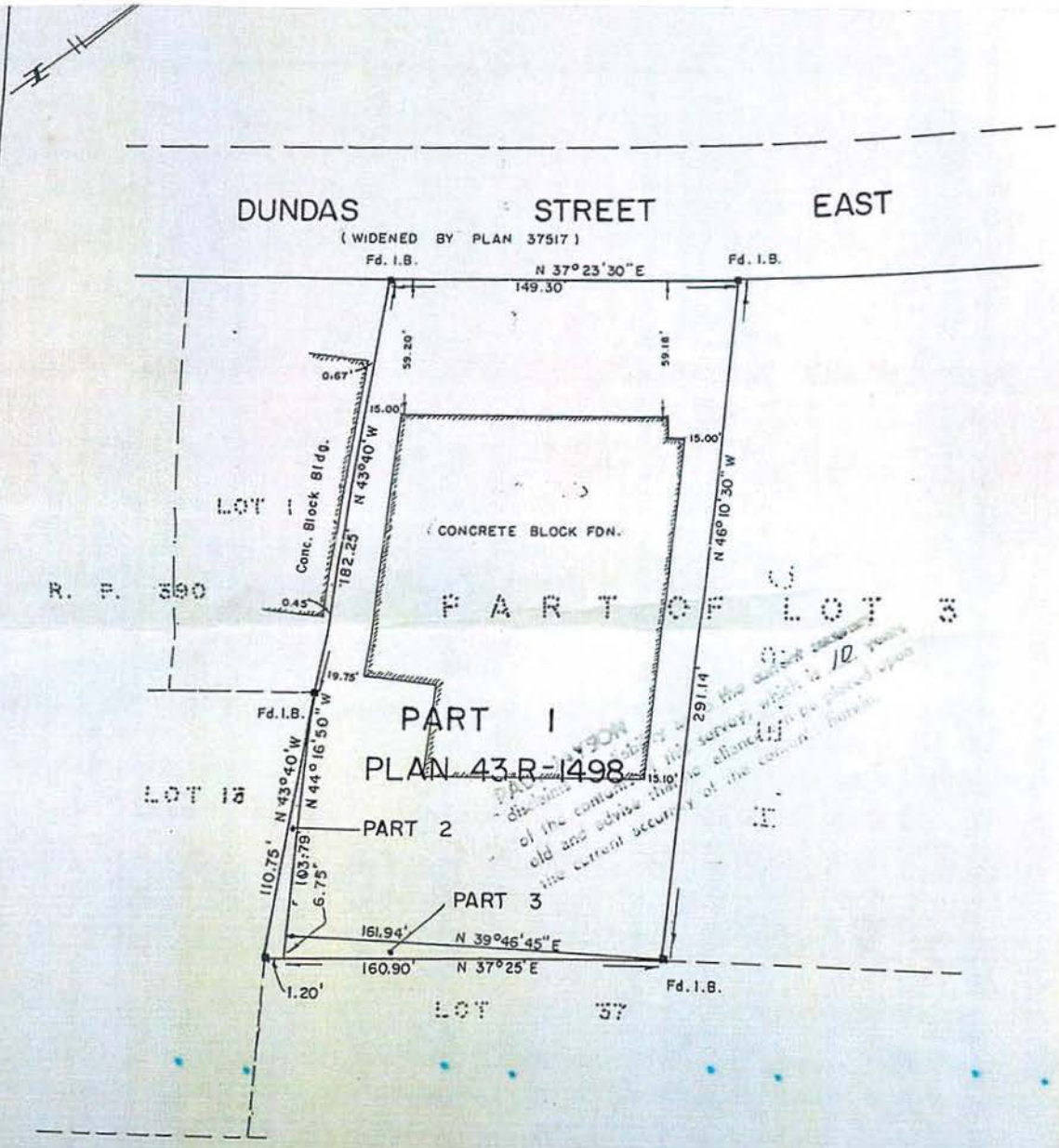
1111-5255 YONGE STREET TORONTO, ON M2N6P4
TEL: 416-222-6716

734 DUNDAS ST EAST, MISSISSAUGA



PLAN SHOWING
PART OF LOT 3, CONCESSION I, S.D.S.
TOWN OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL
Scale : 1" = 50'

1770 DUNDAS ST EAST, MISSISSAUGA

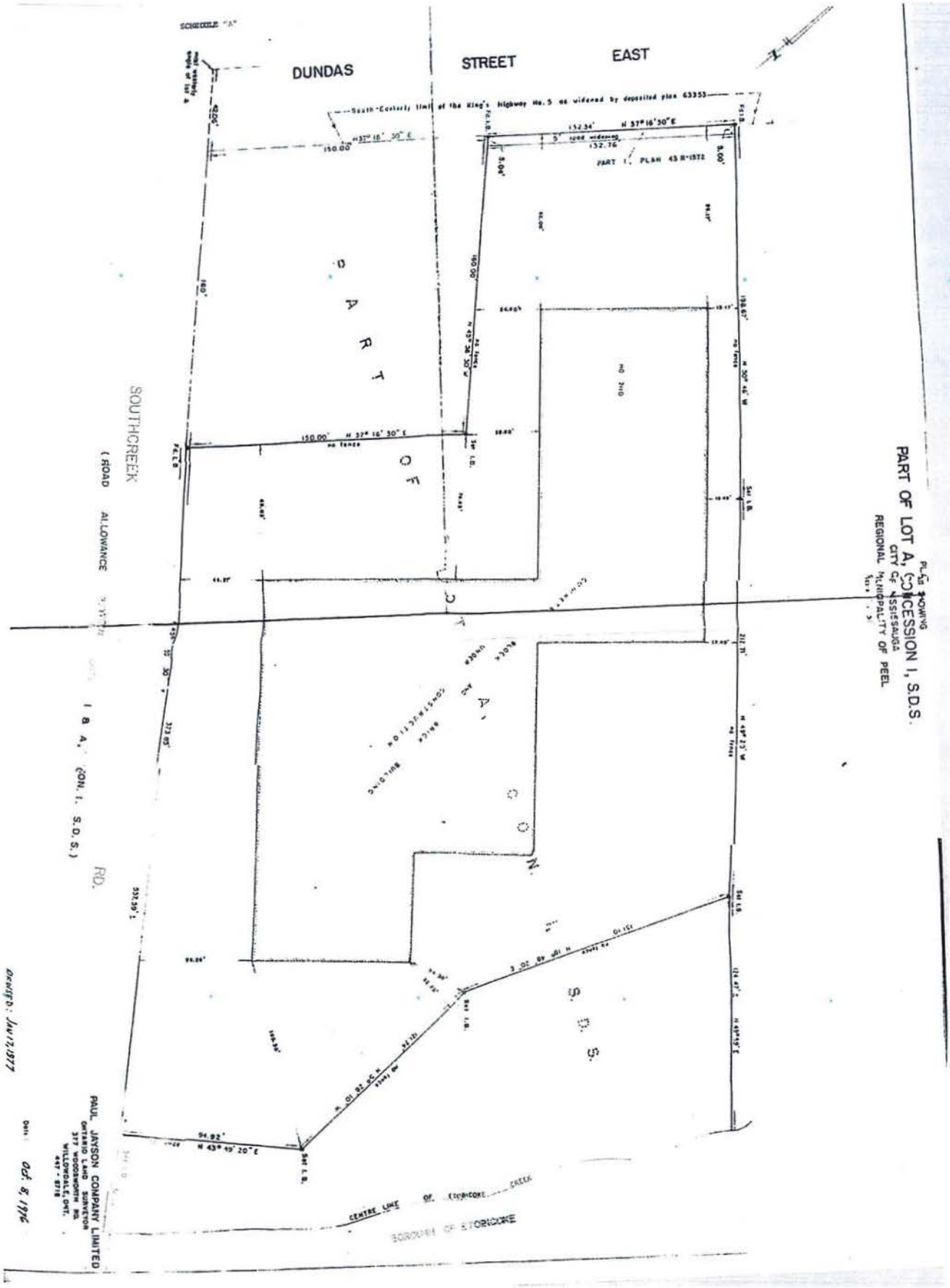


PAUL JAYSON COMPANY LIMITED
ONTARIO LAND SURVEYOR
377 WOODSWORTH RD.
WILLOWDALE, ONT.
447-8718

Paul Jayson
PAUL JAYSON, O.L.S.

Date June 7, 1976

2110 DUNDAS ST, EAST MISSISSAUGA



2273 DUNDAS ST WEST, MISSISSAUGA

oad, Franze Drive, Constitution Boulevard, l.

ands designated institutional generally , post-secondary education facilities, and llings associated with these uses. Within this designation is only present on the oronto Mississauga lands.

designated Utility permit a number of -related uses that are permitted under s (with the exception of Greenlands and Vest), including but not limited to natural elines, telecommunication facilities, and community infrastructure. This designation is generally not present within the study area, with the most significant exceptions being lands fronting onto the north side of Dundas Street between Hurontario Street and Jaguar Valley Drive, and the hydro corridor that crosses Dundas Street between Treadwells Drive and Wharton Way.

- **Public Open Space** – Lands that feature this designation permit a number of open space uses, including city parks and trails, public golf courses, private parks, urban agriculture, conservation uses, nursery gardens, recreational facilities, stormwater retention and quality ponds, City parks and trails, public golf courses, public cemeteries, and accessory uses. Public Open Spaces are present along the corridor but generally do not front Dundas Street, with the exception of some lands between Cawthra Road and Haines Road, Clayhill Road and Parkerhill Road, and Glengarry Road and Mavis Road.

- **Private Open Space** – Lands with this designation permit a more limited list of open space uses, including private cemeteries, conservation uses, private golf courses, private parks, urban agriculture, and accessory uses. As with Public Open Spaces, Private Open Spaces are present along the corridor but generally do not front Dundas Street, with the exception of some lands

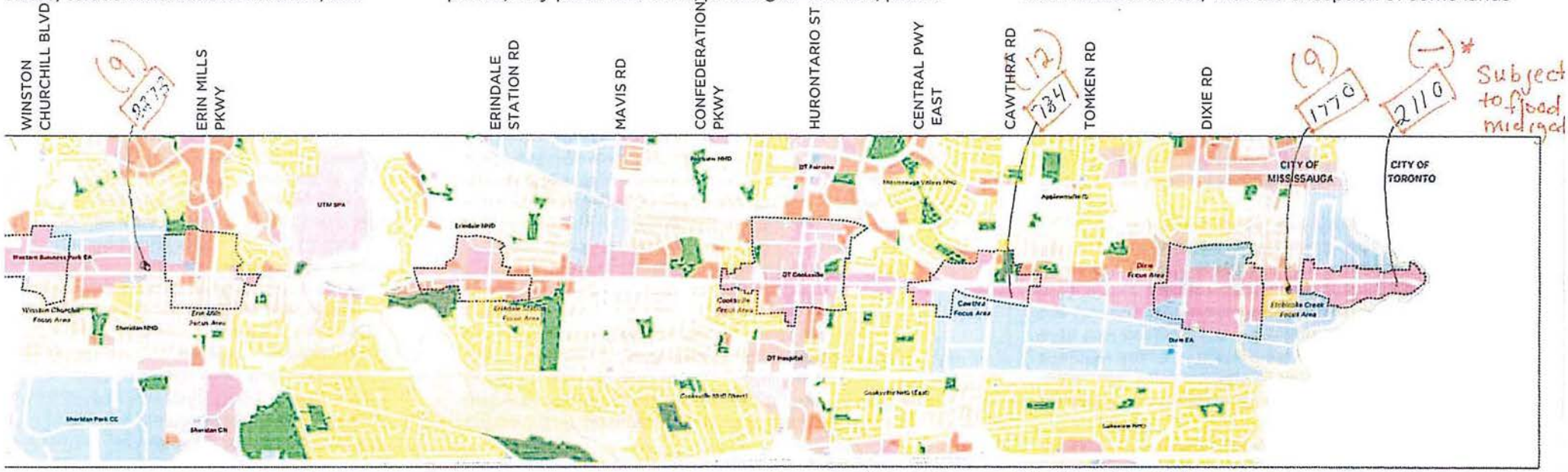


Figure 2-1: Part of Mississauga Official Plan Schedule 10: Land Use Designations (2016 Consolidation)

v Density I
v Density II
dium Density
h Density
ommercial

Motor Vehicle Commercial
Office
Business Employment
Institutional
Public Open Space
Private Open Space

Greenlands
Parkway Belt West
Utility
Focus Area Boundary
Natural Hazard
Official Plan Character Area

5.7

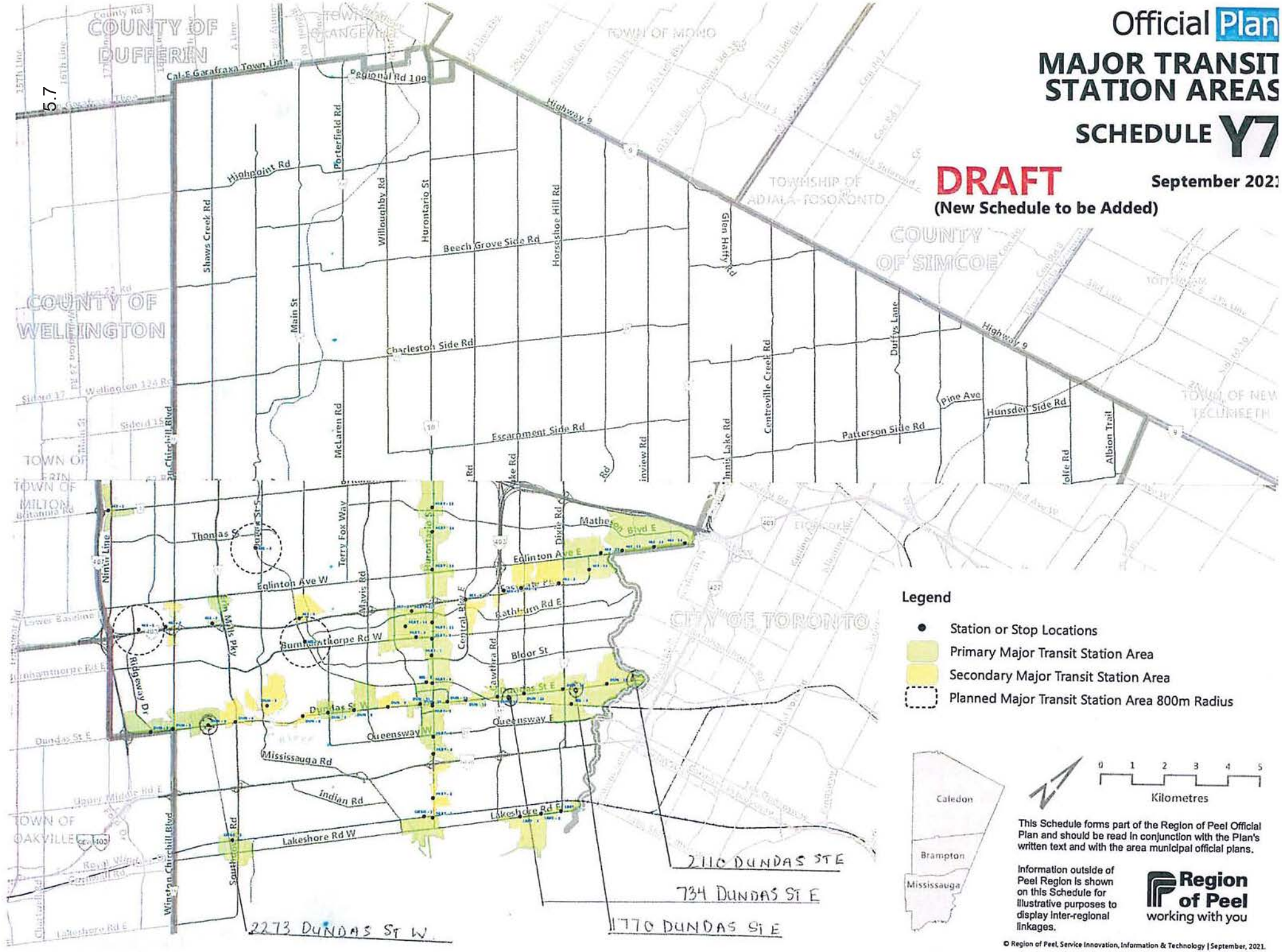
Official Plan

MAJOR TRANSIT STATION AREAS

SCHEDULE Y7

DRAFT September 2021

(New Schedule to be Added)



Legend

- Station or Stop Locations
- Primary Major Transit Station Area
- Secondary Major Transit Station Area
- Planned Major Transit Station Area 800m Radius

0 1 2 3 4 5 Kilometres

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

Region of Peel working with you

© Region of Peel, Service Innovation, Information & Technology | September, 2021.

K:\ROP Consolidations\Peel 2041+\Draft Schedules

From: Diana Rusnov
To: Bashar Al-Hussaini
Subject: FW: PROPOSED MAJOR TRANSIT AREA AND DUNDAS COORIDOR
Date: Thursday, June 2, 2022 2:02:48 PM
Attachments: Outlook-rhzbcnhg.png
Schedule A.pdf
Schedule B.pdf

For your file/info

From: Linda Rabbito [mailto:linda@trutone.ca]
Sent: Friday, May 27, 2022 12:22 PM
To: Mayor Bonnie Crombie <mayor@mississauga.ca>
Cc: Stephen Dasko <Stephen.Dasko@mississauga.ca>; Pat Mullin <Pat.Mullin@mississauga.ca>; Chris Fonseca <Chris.Fonseca@mississauga.ca>; John Kovac <John.Kovac@mississauga.ca>; Carolyn Parrish <Carolyn.Parrish@mississauga.ca>; Ron Starr <Ron.Starr@mississauga.ca>; Dipika Damerla <Dipika.Damerla@mississauga.ca>; Matt Mahoney <Matt.Mahoney@mississauga.ca>; Pat Saito <Pat.Saito@mississauga.ca>; Sue McFadden <Sue.McFadden@mississauga.ca>; George Carlson <George.CARLSON@mississauga.ca>; Andrew Whittemore <Andrew.Whittemore@mississauga.ca>; Diana Rusnov <Diana.Rusnov@mississauga.ca>; m@ahmed.group; timothy@ahmed.group; Jose Garreton <jose@ahmed.group>; peter.gross@gowlingwlg.com; brian.parker@gowlingwlg.com; johnlohmus@outlook.com
Subject: PROPOSED MAJOR TRANSIT AREA AND DUNDAS COORIDOR

B.L.W. HOLDINGS LTD.
980 Dundas St. E.
Mississauga, ON L4Y 2B8
905-270-3440

May 25, 2022

Your Worship Mayor Bonnie Crombie and City Councilors,
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

PROPOSED MAJOR TRANSIT AREA AND DUNDAS COORIDOR OFFICIAL PLAN AMENDMENTS TO IMPLEMENT THE PROVINCIAL A PLACE TO GROW PLAN, NEW REGION OF PEEL OFFICIAL PLAN AND THE DUNDAS CONNECTS MASTER PLAN

We own **980 Dundas Street East, Mississauga** (herein the "property") which fronts onto the south side of Dundas Street East and is located directly to the south-east of the Tomken Road intersection.

We request Your Worship, City Councillors and Planning and Development Committee to direct the City of Mississauga land use planning staff to make the following changes to their draft Official Plan Amendments to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan adopted April 28th, 2022 and the City's own Dundas Connects Masterplan:

Employment Zone:

The City must remove our property from the Dixie Employment Area in accordance with the Provincial A Place To Grow Plan and the new Peel Region Official Plan adopted April 28th, 2022. The City of Mississauga "Map 17-

4 Dixie Employment Area" and map "Schedule 9 Character Areas" must be consistent with the enclosed "Employment Areas Schedule E-4" of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states:

> "*5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4."*

Land Use:

On May 9th, 2022, during a Statutory Public Meeting for City Staff's proposed draft Major Transit Station Area Official Plan Amendment, Councillor Carlson had sought the position of City Staff in relation to a deputation made by adjacent landowner's land use planning counsel, Mr. Peter Gross of Gowling WLG representing the Ahmed Group, for the residential mixed-use redevelopment of their lands at 1000 and 1024 Dundas Street East, Mississauga. Commissioner Andrew Whittemore, Planning & Building of City Staff responded that:

> *"Through the chair, thank you for the deputation, obviously staff would be happy to sit down and discuss with you, but I will point out to the committee that this property is directly in proximity to Mother Parkers (Inc.) which is a property that you talked to just last week, so, it's a complex site, and a lot of the* ***complexity*** *of these properties in and around that area will really be fully addressed through the Dundas Connects report which I believe is coming on May 30th, so, we'll have some time to talk about that, but I just wanted to provide the PDC some content."*

We understand that the complexity concerns of City Staff outlined by Commissioner Whittemore relate to Mother Parkers Tea & Coffee Inc. who operates nearby and has lobbied the City against allowing the residential mixed-use redevelopment of our property on the basis of supposed land use compatibility concerns.

Rowan Williams Davies & Irwin Inc., a world renowned international multi-disciplinary engineering firm (herein "RWDI") have completed a Land Use Compatibility Study in accordance with the City of Mississauga Terms of Reference for Ahmed Group's lands and they have concluded that the residential mixed-use re-development of these lands would be compatible with Mother Parkers Tea & Coffee Inc.'s operations (i.e., current, and future potential noise and odours). We believe that there would be identical findings for our property, which would similarly also allow for the future redevelopment of our property for a residential mixed-use building.

Despite Ahmed Group having retained RWDI to complete a Land Use Compatibility Study that has concluded that the residential mixed-use re-development of their lands would be compatible with Mother Parkers Tea & Coffee Inc., City Staff have declined to provide Ahmed Group with a DARC meeting and propose to include both their and our property within the employment zone in the Dundas Corridor Official Plan Amendment, freezing our rights to redevelop our property for residential mixed-use purposes. The decision to freeze our land use due to "***complexity***" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits the filing of applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments

Accordingly we seek the re-designation of our property on proposed draft map "Protected Major Transit Station Area Schedule 11-G" to be changed from "Mixed Use" to "Mixed Use Limited," **similar to other properties along Dundas Street and within Major Transit Station Areas,** allowing for the future redevelopment of our property for a mixed-use building containing residential uses, without the need for an Official Plan Amendment in accordance with the Provincial A Place To Grow Plan and the new Region of Peel Official Plan, as well as the recommendation on page 118 of the City's own Dundas Connects Master Plan which reads as follows:

> "*Lands that are currently designated mixed use along the (Dundas) corridor and near major transit stations should also allow for residential, major office and institutional uses to support the achievement of intensification targets."*

This redesignation of our lands in City Staff's proposed official plan amendments would permit our lands to be truly Mixed Use and allow for a more appropriate transition to existing residential lands across the street from our property.

Height, Density, and our Right of Appeal:

The Provincial A Place to Grow Plan Section 2.2.4.3.b. prescribes the following minimum development density for our property, which is further supported by the new Region of Peel Official Plan:

> *"3. Major transit station areas on priority transit corridors or subway lines will be planned for a* ***minimum density target*** *of:*

b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or"

On May 9th, 2022, during a Public Meeting for the Major Transit Station Area Official Plan Amendment, Councillor Parrish had rightfully questioned City Staff on the necessity of maximum heights as proposed in the draft official plan amendment, as well as the rights of landowners to appeal. The following was said:

Councillor Carolyn Parrish

Yes, thank you very much for your presentation. I read this all very carefully, and the map, the reason I'm looking at Cooksville isn't because I'm the Councillor there it's because I'm a resident there, and I, I first of all was also Chair of the Planning and Growth Committee at the Region (of Peel), and at no point did we talk about heights? Is this a unique preoccupation with Mississauga or is this something we were instructed to look at?

Bashar Al-Hussaini, City Planner and Project Lead

So in order for MTSAs to be protected MTSAs which would basically mean enable inclusionary zoning among other things and protect policies from appeal, we would need to define heights, minimum and maximum heights. ***Those heights are also currently being used to guide densities within the MTSAs.*** *In terms of requirements for heights, we have proposed this approach because we felt that the FSI approach in terms of build-form is potentially not the best route to take, and that height requirements would be more sort of prescriptive.*

Councillor Carolyn Parrish

So, what I'm hearing from you was this was a decision, internal decision, to look at heights rather than FSI?

Bashar Al-Hussaini, City Planner and Project Lead

Correct…

Councillor Carolyn Parrish

So, if the world is going to tall towers, tall point towers. We're going to stick with little block buildings if we have to?

Bashar Al-Hussaini, City Planner and Project Lead

So in terms of meeting the minimum density targets, umm...

Councillor Carolyn Parrish

I get all of that. I lived in the Region – I'm telling you. ***So, you're telling me that this is a decision made locally, and once it's made, if it goes into our MTSA (Major Transit Station Area Official Plan Amendment), its not appealable and there is no negotiations?***

Bashar Al-Hussaini, City Planner and Project Lead

If it's approved, correct.

City Staff's decision of using maximum heights to "***guide density***" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits filing applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments.

The ability of the City to freeze the rights of our property was to protect the above cited minimum development densities from appeal, and not to impose a maximum development density, which City Staff are now proposing indirectly through maximum building height limits.

Accordingly, we ask that your Worship and City Councillors direct City Staff to remove the proposed maximum limit on building heights for our property as proposed on draft map Protected Major Transit Station Area Schedule 11-G.

It is important to note existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate for a property such as ours located directly adjacent to the upcoming Tomken Road Bus Rapid Transit Station.

Ahmed Group's Development Project at 1000 & 1024 Dundas Street East, Mississauga:

Ahmed Group has informed us of their proposed mixed-use purpose-built rental apartment development project at 1000 & 1024 Dundas Street East, Mississauga, as shown on enclosed plans marked as Schedule B.

We support Ahmed Group's project for their property, specifically the proposed land uses, development density and building heights.

We ask that your Worship and City Councillors direct City Staff to meaningfully engage in discussions with Ahmed Group and expedite the review of their project.

We would like to thank Your Worship Mayor Bonnie Crombie, City Councillors, the City of Mississauga Planning and Development Committee, and the City of Mississauga land use planning staff for making the changes that we have requested to the draft Major Transit Station Area Official Plan Amendment and the draft Dundas Corridor Official Plan Amendment, to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City's own Dundas Connects Masterplan.

Yours Sincerely,

BLW HOLDINGS INC.

Per: 

Mr. Bob Rabbito, President

c.c:

Your Worship Mayor Bonnie Crombie - mayor@mississauga.ca
Ward 1 - Councillor Stephen Dasko - stephen.dasko@mississauga.ca
Ward 2 - Councillor Pat Mullin - pat.mullin@mississauga.ca
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Ward 8 – Councillor Matt Mahoney - matt.mahoney@mississauga.ca
Ward 9 – Councillor Pat Saito - pat.saito@mississauga.ca
Ward 10 – Councillor Sue McFadden - sue.mcfadden@mississauga.ca
Ward 11 – Councillor George Carlson - george.carlson@mississauga.ca
Commissioner Planning and Building – Andrew Whittemore – andrew.whittemore@mississauga.ca
City Clerk and Director, Legislative Services – Diana Rusnov – diana.rusnov@mississauga.ca
Moe Ahmed, President and CEO, Ahmed Group – m@ahmed.group
Timothy Harris, COO, Ahmed Group – timothy@ahmed.group
Jose Garreton, Senior Project Manager, Ahmed Group – jose@ahmed.group
Peter Gross, Partner, Gowling WLG – peter.gross@gowlingwlg.com
Brian Parker, Senior Land Planner, Gowling WLG – brian.parker@gowlingwlg.com
John Lohmus, Senior Land Planner, Plan Logic Consulting – johnlohmus@outlook.com

Respectfully,

Linda Rabbito
Office Administrator
Trutone Electronics

T: 905-270-3440

Cell:

Please consider the environment before printing this email
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May 26, 2022

Your Worship Mayor Bonnie Crombie and City Councilors,
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

PROPOSED MAJOR TRANSIT AREA AND DUNDAS CORRIDOR OFFICIAL PLAN AMENDMENTS TO IMPLEMENT THE PROVINCIAL A PLACE TO GROW PLAN, NEW REGION OF PEEL OFFICIAL PLAN AND THE DUNDAS CONNECTS MASTER PLAN

We own **888 Dundas Street East, Mississauga** (herein the "property") which fronts onto the south side of Dundas Street East and is located to the west of the Tomken Road intersection. Our property is affectionately known as the "*Mississauga China Town*" and we are amongst the largest landowners in terms of acreage in the area.

This is the first time we were made aware of the above proposed draft Official Plan Amendments and do not understand why we were never consulted with by City Staff previously. We are also concerned with the deadline to respond to these proposed amendments, and do not understand why we do not have more time given the Region of Peel has only recently approved their new Official Plan on April 28th, 2022.

Despite the above, we nonetheless request Your Worship, City Councillors and Planning and Development Committee to direct the City of Mississauga land use planning staff to make the following changes to their draft Official Plan Amendments to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan adopted April 28th, 2022 and the City's own Dundas Connects Masterplan:

Employment Zone:

The City must remove our property from the Dixie Employment Area in accordance with the Provincial A Place To Grow Plan and the new Peel Region Official Plan adopted April 28th, 2022. The City of Mississauga "Map 17-4 Dixie Employment Area" and map "Schedule 9 Character Areas" must be consistent with the enclosed "Employment Areas Schedule E-4" of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states:

> *"5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4."*

Land Use:

On May 9th, 2022, during a Statutory Public Meeting for City Staff's proposed draft Major Transit Station Area Official Plan Amendment, Councillor Carlson had sought the position of City Staff in relation to a deputation made by adjacent landowner's land use planning counsel, Mr. Peter Gross of Gowling WLG representing the Ahmed Group, for the residential mixed-use redevelopment of their lands at 1000 and 1024 Dundas Street East, Mississauga. Commissioner Andrew Whittemore, Planning & Building of City Staff responded that:

> *"Through the chair, thank you for the deputation, obviously staff would be happy to sit down and discuss with you, but I will point out to the committee that this property is directly in proximity to Mother Parkers (Inc.) which is a property that you talked to just last week, so, it's a complex site, and a lot of the **complexity** of these properties in and around that area will really be fully addressed through the Dundas Connects report which I believe is coming on May 30th, so, we'll have some time to talk about that, but I just wanted to provide the PDC some content."*

We understand that the complexity concerns of City Staff outlined by Commissioner Whittemore relate to Mother Parkers Tea & Coffee Inc. who operates nearby and has lobbied the City against allowing the residential mixed-use redevelopment of our property on the basis of supposed land use compatibility concerns.

Rowan Williams Davies & Irwin Inc., a world renowned international multi-disciplinary engineering firm (herein "RWDI") have completed a Land Use Compatibility Study in accordance with the City of Mississauga Terms of Reference for Ahmed Group's lands and they have concluded that the residential mixed-use re-development of these lands would be compatible with Mother Parkers Tea & Coffee Inc.'s operations (i.e., current, and future potential noise and odours). We believe that there would be identical findings for our property, which would similarly also allow for the future redevelopment of our property for a residential mixed-use building.

Despite Ahmed Group having retained RWDI to complete a Land Use Compatibility Study that has concluded that the residential mixed-use re-development of their lands would be compatible with Mother Parkers Tea & Coffee Inc., City Staff have declined to provide Ahmed Group with a DARC meeting and propose to include both their and our property within the employment zone in the Dundas Corridor Official Plan Amendment, freezing our rights to redevelop our property for residential mixed-use purposes. The decision to freeze our land use due to "***complexity***" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits the filing of applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments

Accordingly we seek the re-designation of our property on proposed draft map "Protected Major Transit Station Area Schedule 11-G" to be changed from "Mixed Use" to "Mixed Use Limited," **similar to other properties along Dundas Street and within Major Transit Station Areas,** allowing for the future redevelopment of our property for a mixed-use building containing residential uses, without the need for an Official Plan Amendment in accordance with the Provincial A Place To Grow Plan and the new Region of Peel Official Plan, as well as the recommendation on page 118 of the City's own Dundas Connects Master Plan which reads as follows:

> *"Lands that are currently designated mixed use along the (Dundas) corridor and near major transit stations should also allow for residential, major office and institutional uses to support the achievement of intensification targets."*

This redesignation of our lands in City Staff's proposed official plan amendments would permit our lands to be truly Mixed Use and allow for a more appropriate transition to existing residential lands across the street from our property.

Height, Density, and our Right of Appeal:

- The Provincial A Place to Grow Plan Section 2.2.4.3.b. prescribes the following minimum development density for our property, which is further supported by the new Region of Peel Official Plan:

  > *"3. Major transit station areas on priority transit corridors or subway lines will be planned for a **minimum density target** of:*
  > *b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or"*

- On May 9th, 2022, during a Public Meeting for the Major Transit Station Area Official Plan Amendment, Councillor Parrish had rightfully questioned City Staff on the necessity of maximum heights as proposed in the draft official plan amendment, as well as the rights of landowners to appeal. The following was said:

Councillor Carolyn Parrish

"Yes, thank you very much for your presentation. I read this all very carefully, and the map, the reason I'm looking at Cooksville isn't because I'm the Councillor there it's because I'm a resident there, and I, I first of all was also Chair of the Planning and Growth Committee at the Region (of Peel), and at no point did we talk about heights? Is this a unique preoccupation with Mississauga or is this something we were instructed to look at?"

Bashar Al-Hussaini, City Planner and Project Lead

"So in order for MTSAs to be protected MTSAs which would basically mean enable inclusionary zoning among other things and protect policies from appeal, we would need to define heights, minimum and maximum heights. ***Those heights are also currently being used to guide densities within the MTSAs.*** *In terms of requirements for heights, we have proposed this approach because we felt that the FSI approach in terms of build-form is potentially not the best route to take, and that height requirements would be more sort of prescriptive."*

Councillor Carolyn Parrish

"So, what I'm hearing from you was this was a decision, internal decision, to look at heights rather than FSI?"

Bashar Al-Hussaini, City Planner and Project Lead

"Correct..."

Councillor Carolyn Parrish

"So, if the world is going to tall towers, tall point towers, we're going to stick with little block buildings if we have to?"

Bashar Al-Hussaini, City Planner and Project Lead

"So in terms of meeting the minimum density targets, umm..."

Councillor Carolyn Parrish

"I get all of that. I lived in the Region – I'm telling you. ***So, you're telling me that this is a decision made locally, and once it's made, if it goes into our MTSA (Major Transit Station Area Official Plan Amendment), its not appealable and there is no negotiations?"***

Bashar Al-Hussaini, City Planner and Project Lead

"If it's approved, correct."

- City Staff's decision of using maximum heights to "***guide density***" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits filing applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments.
- The ability of the City to freeze the rights of our property was to protect the above cited minimum development densities from appeal, and not to impose a maximum development density, which City Staff are now proposing indirectly through maximum building height limits.
- Accordingly, we ask that your Worship and City Councillors direct City Staff to remove the proposed maximum limit on building heights for our property as proposed on draft map Protected Major Transit Station Area Schedule 11-G.
- It is important to note existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate for a property such as ours located directly adjacent to the upcoming Tomken Road Bus Rapid Transit Station.

Ahmed Group's Development Project at 1000 & 1024 Dundas Street East, Mississauga:

- Ahmed Group has informed us of their proposed mixed-use purpose-built rental apartment development project at 1000 & 1024 Dundas Street East, Mississauga, as shown on enclosed plans marked as Schedule B.
- We support Ahmed Group's project for their property, specifically the proposed land uses, development density and building heights.
- We ask that your Worship and City Councillors direct City Staff to meaningfully engage in discussions with Ahmed Group and expedite the review of their project.

We would like to thank Your Worship Mayor Bonnie Crombie, City Councillors, the City of Mississauga Planning and Development Committee, and the City of Mississauga land use planning staff for making the changes that we have requested to the draft Major Transit Station Area Official Plan Amendment and the draft Dundas Corridor Official Plan Amendment, to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City's own Dundas Connects Masterplan.

Yours Sincerely,

1910878 ONTARIO INC.

Per: _____

Wen Qing He

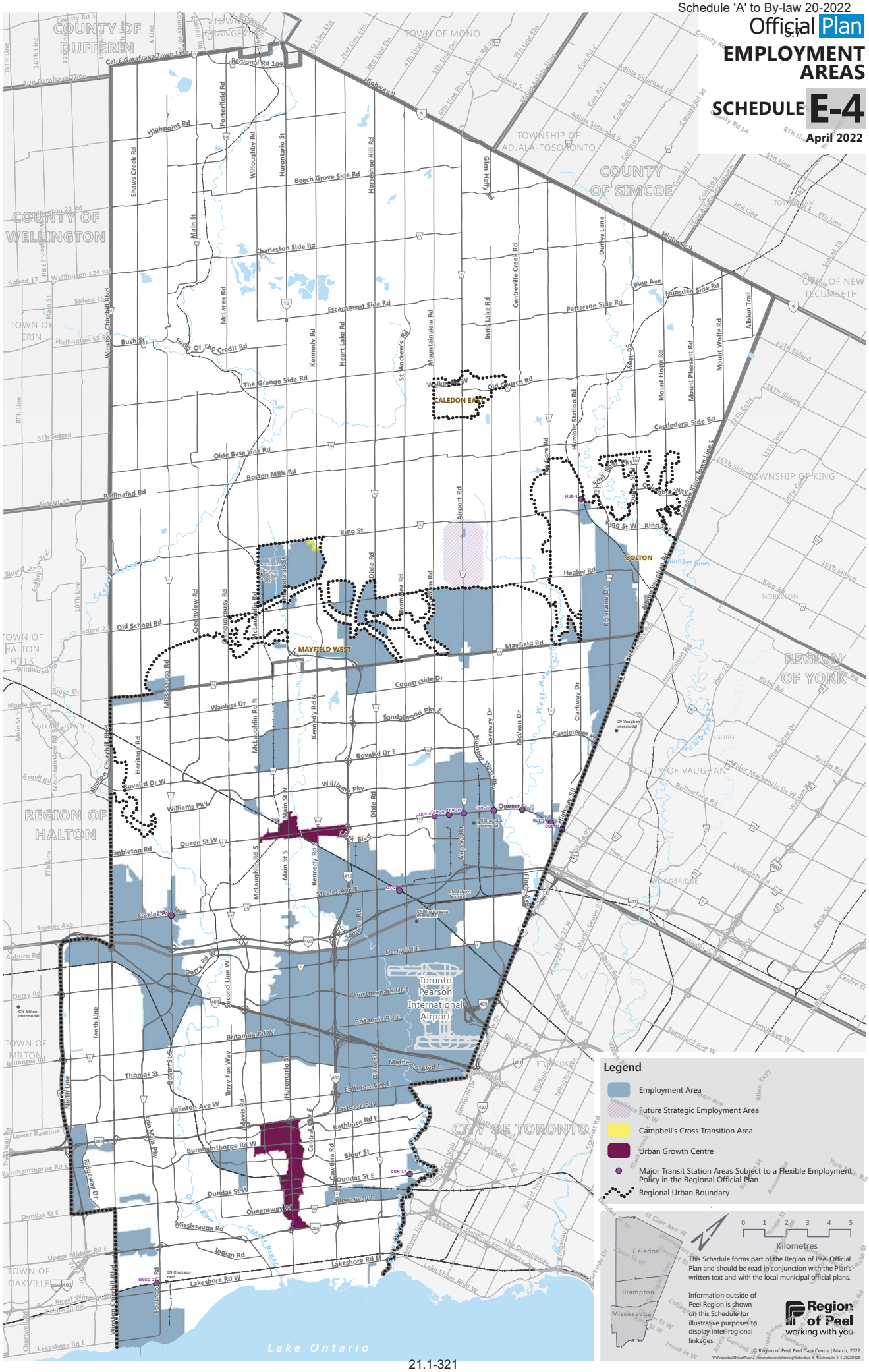
President

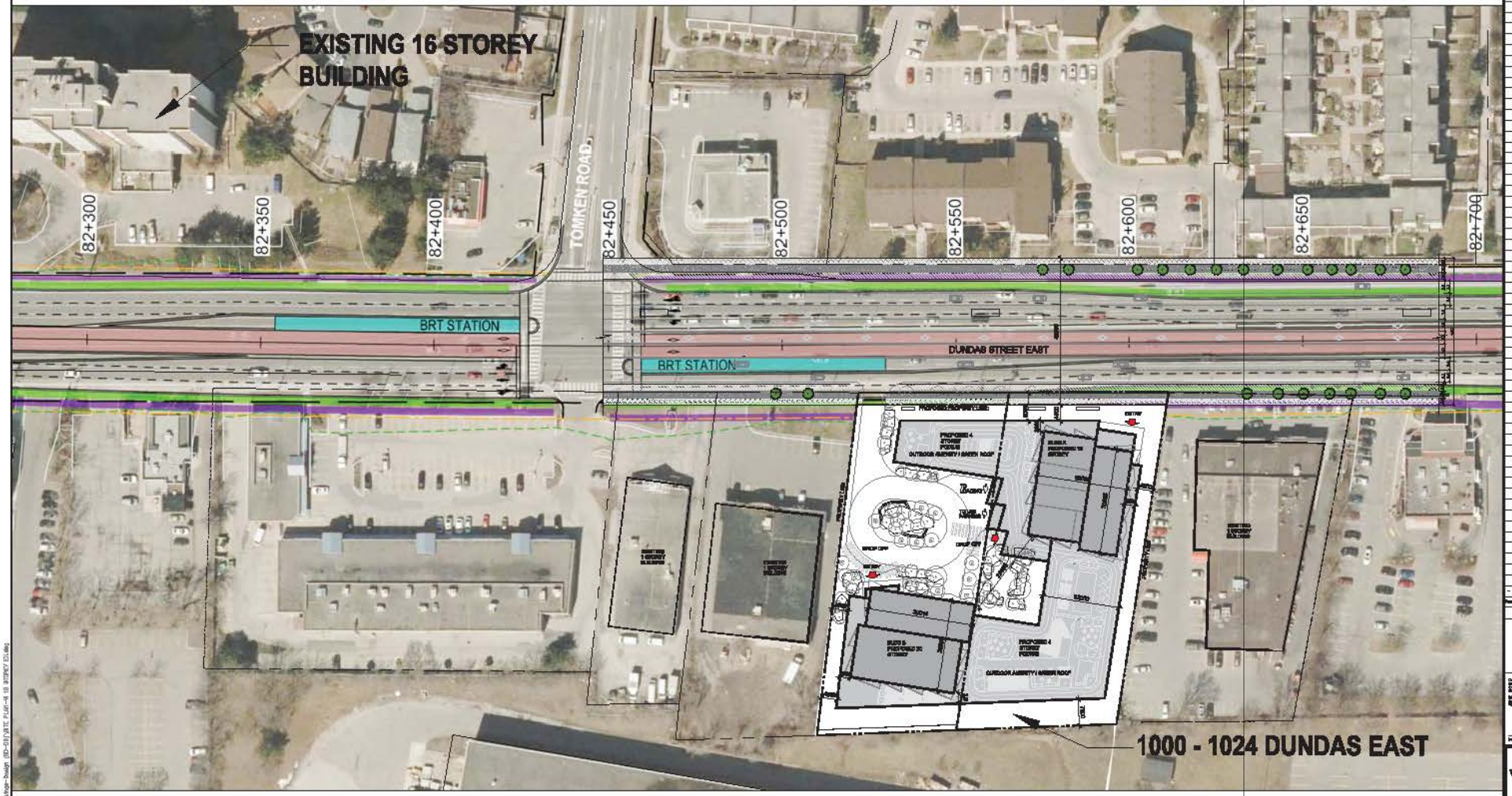
Official Plan

EMPLOYMENT AREAS

SCHEDULE E-4

April 2022





LEGEND

- PROPOSED BRT LANE
- PROPOSED BRT STATION
- EXISTING ROW
- MISSISSAUGA OP 42m ROW
- PROPOSED SIDEWALK
- PROPOSED CYCLE TRACK
- PROPOSED MUP
- APPROXIMATE GRADING LIMITS
- PROPOSED RETAINING WALL

Key Plan

WZMH ARCHITECTS

1000-1024 DUNDAS
MISSISSAUGA, ONTARIO

SITE PLAN

Scale: 1:400

Project: 07.395.000

Drawing Number: A-102

5.7

May 27, 2022

Your Worship Mayor Bonnie Crombie and City Councilors,
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

PROPOSED MAJOR TRANSIT AREA AND DUNDAS CORRIDOR OFFICIAL PLAN AMENDMENTS TO IMPLEMENT THE PROVINCIAL A PLACE TO GROW PLAN, NEW REGION OF PEEL OFFICIAL PLAN AND THE DUNDAS CONNECTS MASTER PLAN

We own **2560 and 2564 Confederation Parkway, Mississauga** (herein the "property") which fronts onto the west side of Confederation Parkway and is located to the south of the Dundas Street and Confederation Parkway intersection. Our property consists of two vacant land parcels that are ripe for redevelopment.

We are concerned with the deadline to respond to the above cited proposed amendments, and do not understand why we do not have more time given the Region of Peel has only recently adopted their new Official Plan on April 28th, 2022.

Despite the above, we nonetheless request Your Worship, City Councillors and Planning and Development Committee to direct the City of Mississauga land use planning staff to make the following changes to their draft Official Plan Amendments to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City's own Dundas Connects Masterplan:

Proposed Confederation Parkway Major Transit Area Boundary:

As shown in Figure 1, 2, and 3 in the Appendix, our property has been excluded from the Confederation Parkway Major Transit Station Area Boundary (herein "**MTSA**"). There is no equitable explanation for three sides surrounding our property to be included while our property is excluded. In addition, there is a Bus Rapid Transit Station proposed at the corner of Dundas Street and Confederation Parkway which is less than 150 metres from our property as shown in Figure 4 and 5 in the Appendix. In light of Figure 1, 2, 3, 4, and 5, it is absurd for our property to be excluded from the MTSA given its proximity to future transit, and whereas properties much further away are included in the proposed MTSA. We will be approaching the Region of Peel to seek an amendment to include both our and the adjacent properties to be within the MTSA in the Regional Official Plan that was recently adopted April 28th, 2022.

Employment Zone:

The City of Mississauga "Map 17-4 Dixie Employment Area" and map "Schedule 9 Character Areas" must be consistent with the enclosed "Employment Areas Schedule E-4" of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states:

> "*5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4."*

Land Use:

We ask that your Worship and City Councillors direct City Staff to re-designate our property on proposed draft map "Protected Major Transit Station Area Schedule 11-G" to be changed from "Mixed Use" to "Residential High Density," **similar to other properties to the north and west of our property,** allowing for the future redevelopment of our property for a multi-family residential building, without the need for an Official Plan Amendment in accordance with the Provincial A Place To Grow Plan and the new Region of Peel Official Plan, as well as the recommendation on page 118 of the City's own Dundas Connects Master Plan which reads as follows:

Ahmed Group (2560+2564 Confederation Pkwy) Inc.
1024 Dundas St. E., Mississauga, Ontario L5N 1W1
P: 905-949-0999 ▪ F: 905-949-9489 ▪ W: www.Ahmed.Group

5.7

"*Lands that are currently designated mixed use along the (Dundas) corridor and near major transit stations should also allow for residential, major office and institutional uses to support the achievement of intensification targets."*

It is important to note our property has historically been used for residential land uses. Recently, our property was re-zoned to permit residential dwelling units above ground floor commercial, and was labeled Mixed Use in the Mississauga Official Plan. It is accordingly appropriate for our property to be considered for Residential High Density. This redesignation of our lands in City Staff's proposed official plan amendments would allow for a more appropriate transition to existing residential lands that surround our property. Further our consultants have concluded that our property and surrounding properties are ideal candidates for the redesignation to Residential High Density. This redesignation will assist to achieve the Provincial A Place to Grow Plan and new Region of Peel Official Plan objectives, in relation to much needed rental housing.

Height, Density, and our Right of Appeal:

- The Provincial A Place to Grow Plan Section 2.2.4.3.b. prescribes the following minimum development density for our property:

  "3. Major transit station areas on priority transit corridors or subway lines will be planned for a ***minimum density target*** *of:*

  b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or"

- On May 9th, 2022, during a Public Meeting for the Major Transit Station Area Official Plan Amendment, Councillor Parrish had rightfully questioned City Staff on the necessity of maximum heights as proposed in the draft official plan amendment, as well as the rights of landowners to appeal. The following was said:

  Councillor Carolyn Parrish

  "Yes, thank you very much for your presentation. I read this all very carefully, and the map, the reason I'm looking at Cooksville isn't because I'm the Councillor there it's because I'm a resident there, and I, I first of all was also Chair of the Planning and Growth Committee at the Region (of Peel), and at no point did we talk about heights? Is this a unique preoccupation with Mississauga or is this something we were instructed to look at?"

  Bashar Al-Hussaini, City Planner and Project Lead

  "So in order for MTSAs to be protected MTSAs which would basically mean enable inclusionary zoning among other things and protect policies from appeal, we would need to define heights, minimum and maximum heights. ***Those heights are also currently being used to guide densities within the MTSAs.*** *In terms of requirements for heights, we have proposed this approach because we felt that the FSI approach in terms of build-form is potentially not the best route to take, and that height requirements would be more sort of prescriptive."*

  Councillor Carolyn Parrish

  "So, what I'm hearing from you was this was a decision, internal decision, to look at heights rather than FSI?"

  Bashar Al-Hussaini, City Planner and Project Lead

  "Correct…"

  Councillor Carolyn Parrish

  "So, if the world is going to tall towers, tall point towers, we're going to stick with little block buildings if we have to?"

5.7

Bashar Al-Hussaini, City Planner and Project Lead
"So in terms of meeting the minimum density targets, umm..."

Councillor Carolyn Parrish
"I get all of that. I lived in the Region – I'm telling you. ***So, you're telling me that this is a decision made locally, and once it's made, if it goes into our MTSA (Major Transit Station Area Official Plan Amendment), its not appealable and there is no negotiations?"***

Bashar Al-Hussaini, City Planner and Project Lead
"If it's approved, correct."

- City Staff's decision of using maximum heights to "***guide density***" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits filing applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments.
- Accordingly, we ask that your Worship and City Councillors direct City Staff to remove the proposed maximum limit on building heights as proposed on draft map Protected Major Transit Station Area Schedule 11-G.
- It is important to note existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate for a property such as ours located in close proximity to the upcoming Confederation Parkway Bus Rapid Transit Station.

Ahmed Group's Development Project at 1000 & 1024 Dundas Street East, Mississauga:

- Ahmed Group (1000 Dundas St. E.) Inc. and Ahmed Group (1024 Dundas St. E.) Inc. are subsidiaries of the Ahmed Group along with us, and as such we are fully aware of the particulars for their proposed mixed-use purpose-built rental apartment development located at 1000 & 1024 Dundas Street East, Mississauga, as shown on enclosed plans marked as Schedule B.
- We fully support their proposed development, including the land uses, density, building heights and massing.
- We ask that your Worship and City Councillors direct City Staff to meaningfully engage in discussions with Ahmed Group (1000 Dundas St. E.) Inc. and Ahmed Group (1024 Dundas St. E.) Inc. and expedite the review of their project.

We would like to thank Your Worship Mayor Bonnie Crombie, City Councillors, the City of Mississauga Planning and Development Committee, and the City of Mississauga land use planning staff for making the changes that we have requested to the draft Major Transit Station Area Official Plan Amendment and the draft Dundas Corridor Official Plan Amendment, to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City's own Dundas Connects Masterplan.

Yours Sincerely,

AHMED GROUP (2560+2564 CONFEDERATION PKWY) INC.

Per: _____

Moe Ahmed, President and CEO

Ahmed Group (2560+2564 Confederation Pkwy) Inc.
1024 Dundas St. E., Mississauga, Ontario L5N 1W1
P: 905-949-0999 ▪ F: 905-949-9489 ▪ W: www.Ahmed.Group

5.7

c.c:

1. Your Worship Mayor Bonnie Crombie - mayor@mississauga.ca
2. Ward 1 - Councillor Stephen Dasko - stephen.dasko@mississauga.ca
3. Ward 2 - Councillor Pat Mullin - pat.mullin@mississauga.ca
4. Ward 3 – Councillor Chris Fonseca - chris.fonseca@mississauga.ca
5. Ward 4 – Councillor John Kovac - john.kovac@mississauga.ca
6. Ward 5 – Councillor Carolyn Parrish - carolyn.parrish@mississauga.ca
7. Ward 6 – Councillor Ron Starr - ron.starr@mississauga.ca
8. Ward 7 – Councillor Dipika Damerla - dipika.damerla@mississauga.ca
9. Ward 8 – Councillor Matt Mahoney - matt.mahoney@mississauga.ca
10. Ward 9 – Councillor Pat Saito - pat.saito@mississauga.ca
11. Ward 10 – Councillor Sue McFadden - sue.mcfadden@mississauga.ca
12. Ward 11 – Councillor George Carlson - george.carlson@mississauga.ca
13. Commissioner Planning and Building – Andrew Whittemore – andrew.whittemore@mississauga.ca
14. City Clerk and Director, Legislative Services – Diana Rusnov – diana.rusnov@mississauga.ca
15. Moe Ahmed, President and CEO, Ahmed Group – m@ahmed.group
16. Jose Garreton, Senior Project Manager, Ahmed Group – jose@ahmed.group
17. Peter Gross, Partner, Gowling WLG – peter.gross@gowlingwlg.com
18. Brian Parker, Senior Land Planner, Gowling WLG – brian.parker@gowlingwlg.com
19. John Lohmus, Senior Land Planner, Plan Logic Consulting – johnlohmus@outlook.com

Ahmed Group (2560+2564 Confederation Pkwy) Inc.
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P: 905-949-0999 ▪ F: 905-949-9489 ▪ W: www.Ahmed.Group

5.7

APPENDIX



Figure 1: MTSA Boundaries

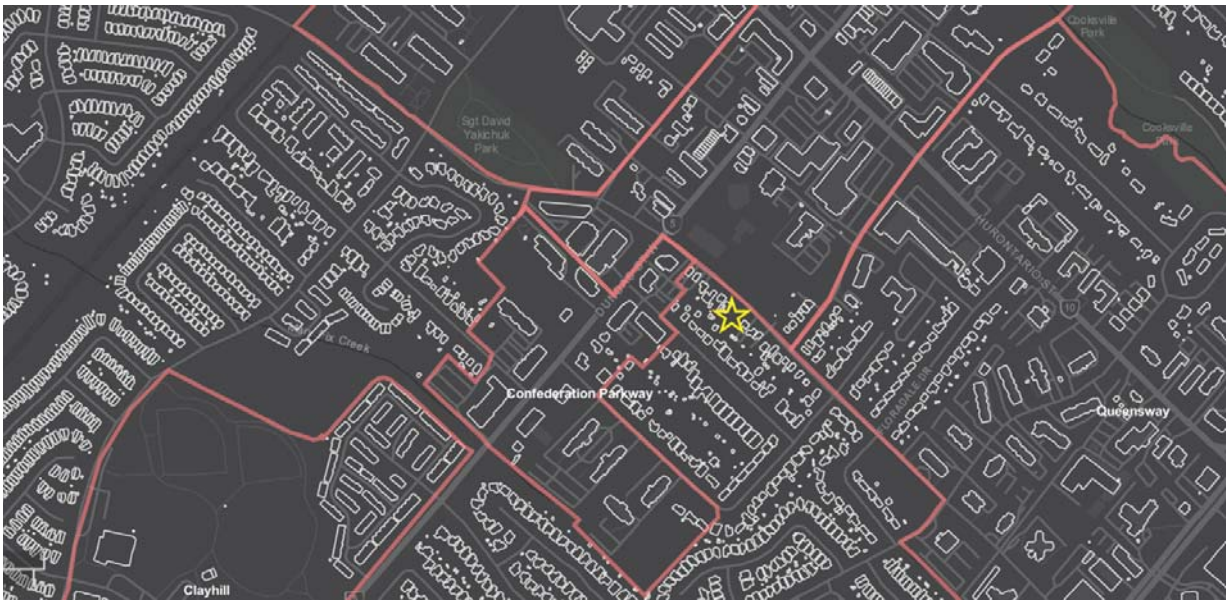

Figure 2: MTSA Boundaries

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Figure 3: MTSA Boundaries

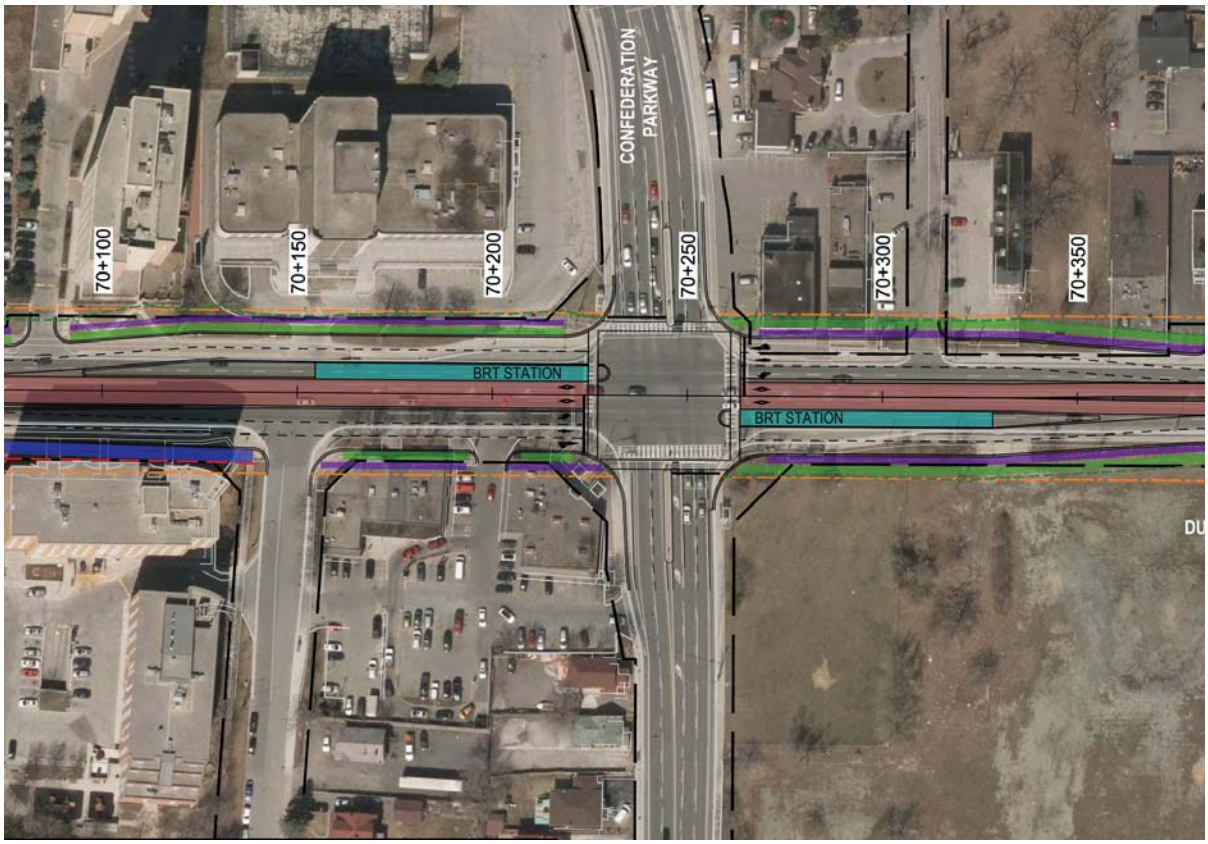


Figure 4: Proposed Location of BRT Station

5.7

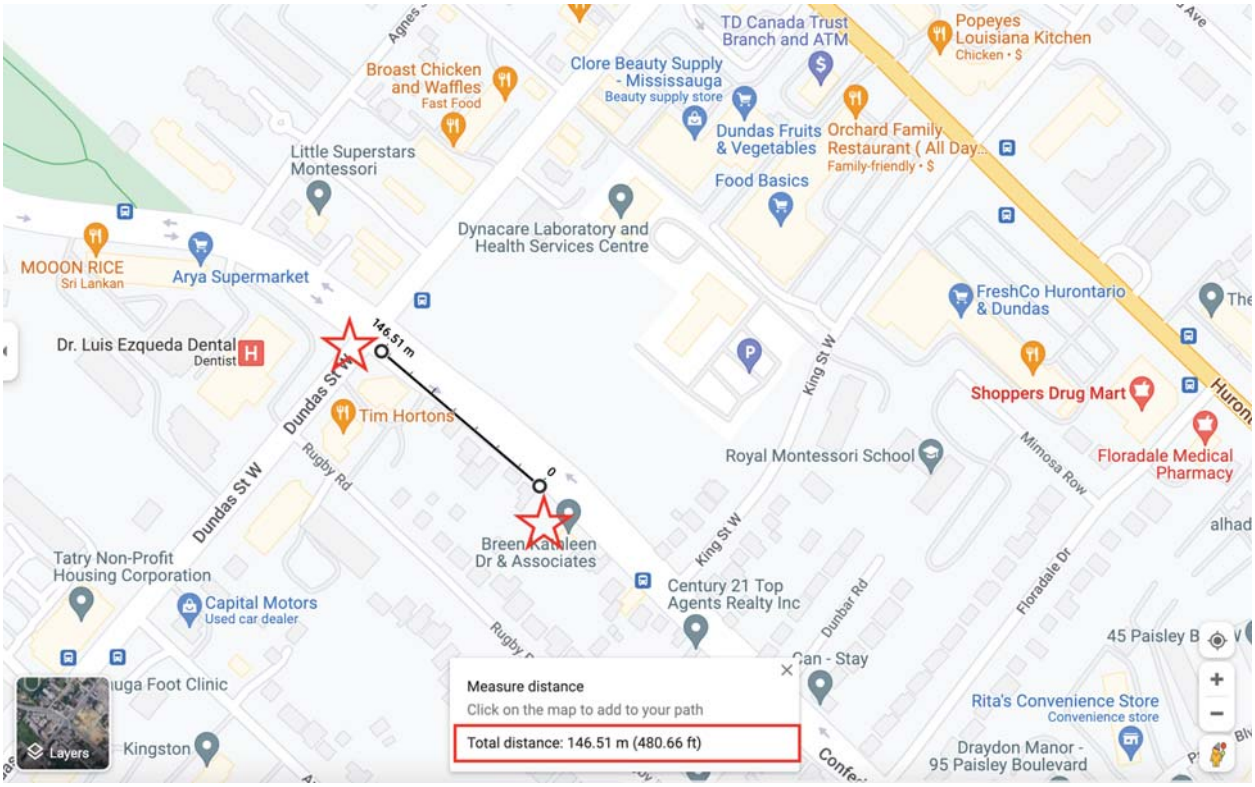


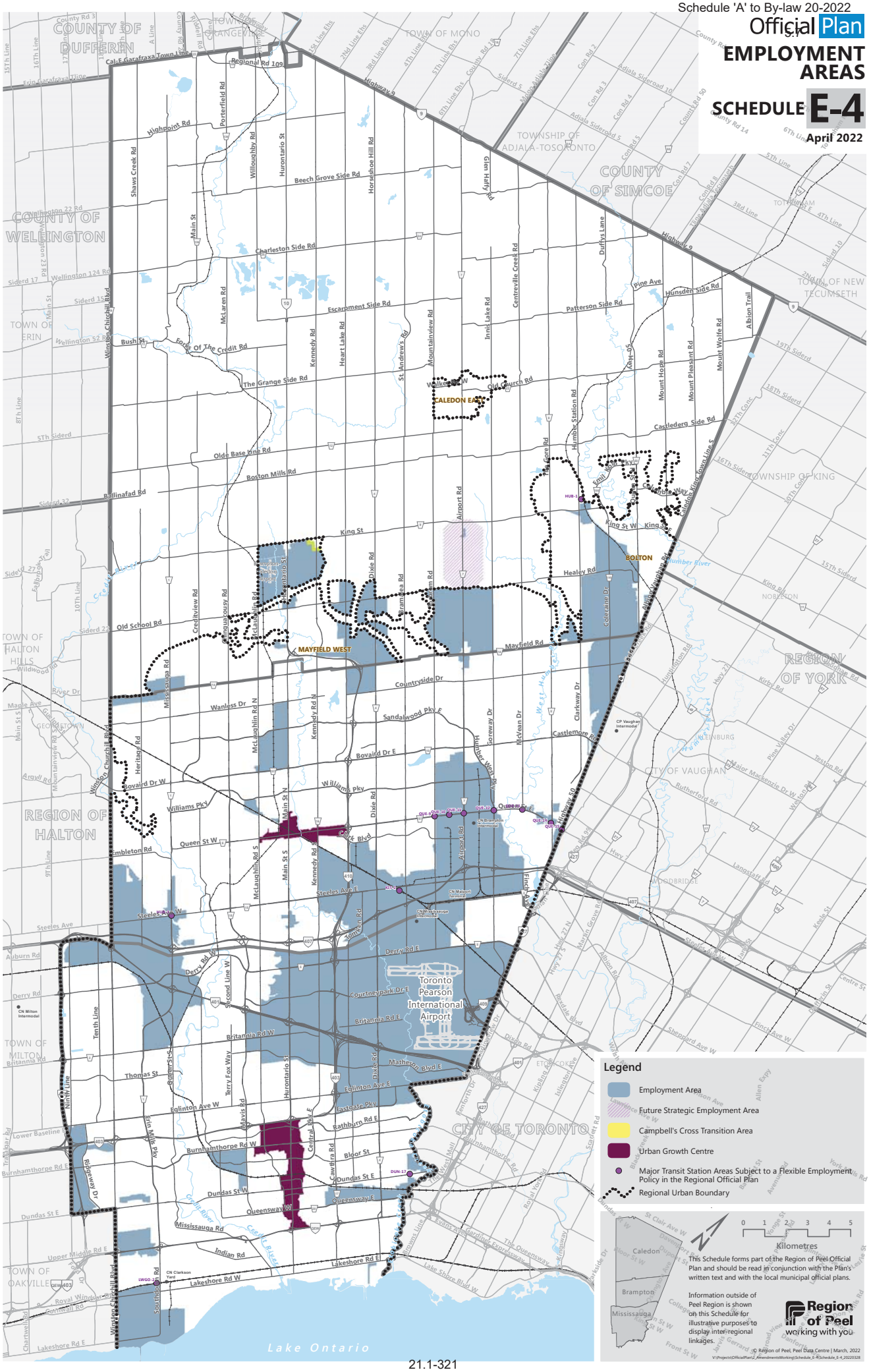
Figure 5: Property Proximity to Proposed BRT Station

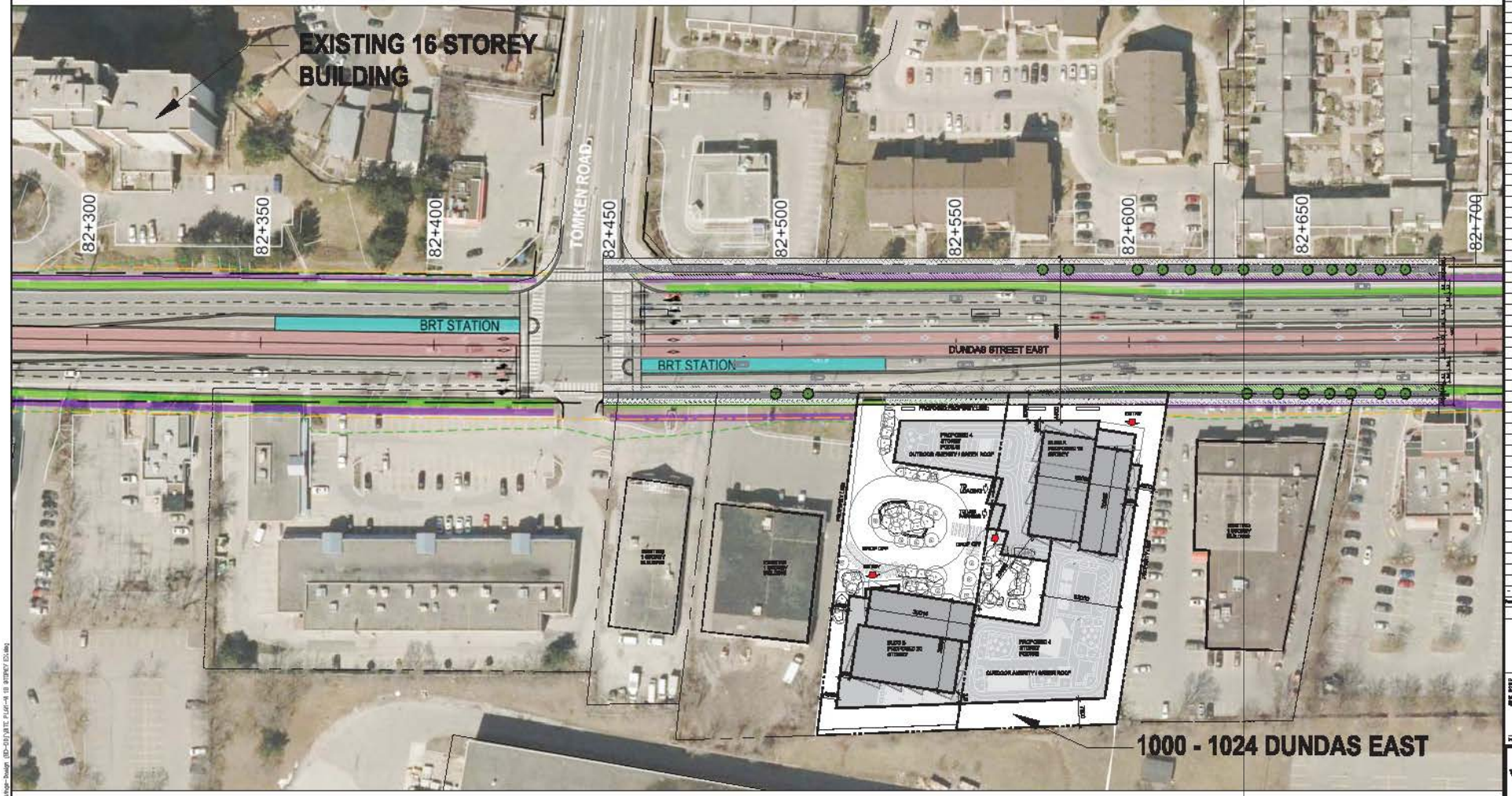
Official Plan

EMPLOYMENT AREAS

SCHEDULE E-4

April 2022





LEGEND

- PROPOSED BRT LANE
- PROPOSED BRT STATION
- EXISTING ROW
- MISSISSAUGA OP 42m ROW
- PROPOSED SIDEWALK
- PROPOSED CYCLE TRACK
- PROPOSED MUP
- APPROXIMATE GRADING LIMITS
- PROPOSED RETAINING WALL

Key Plan

WZMH ARCHITECTS

1000-1024 DUNDAS
MISSISSAUGA, ONTARIO

SITE PLAN

Scale: 1:400

Project: 07.395.000

Drawing Number: A-102

Ashley (Group of Companies)
918 Dundas Street E., Suite 500
Mississauga, ON
L4Y 4H9

Office: 905-276-9980
Fax: 905-276-9957 Email: aohmain@ashleyoakshomes.com

584463 ONTARIO LIMITED

May 27, 2022

Your Worship Mayor Bonnie Crombie and City Councillors,
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

PROPOSED MAJOR TRANSIT AREA AND DUNDAS COORIDOR OFFICIAL PLAN AMENDMENTS TO IMPLEMENT THE PROVINCIAL A PLACE TO GROW PLAN, NEW REGION OF PEEL OFFICIAL PLAN AND THE DUNDAS CONNECTS MASTER PLAN

We own **918, 920 and 922 Dundas Street East, Mississauga** (herein the "property") which fronts onto the south side of Dundas Street East and is located to the west of the Tomken Road intersection.

We request Your Worship, City Councillors and Planning and Development Committee to direct the City of Mississauga land use planning staff to make the following changes to their draft Official Plan Amendments to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan adopted April 28th, 2022 and the City's own Dundas Connects Masterplan:

Employment Zone:

The City must remove our property from the Dixie Employment Area in accordance with the Provincial A Place To Grow Plan and the new Peel Region Official Plan adopted April 28th, 2022. The City of Mississauga "Map 17-4 Dixie Employment Area" and map "Schedule 9 Character Areas" must be consistent with the enclosed "Employment Areas Schedule E-4" of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states:

> *"5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4."*

Land Use:

On May 9th, 2022, during a Statutory Public Meeting for City Staff's proposed draft Major Transit Station Area Official Plan Amendment, Councillor Carlson had sought the position of City Staff in relation to a deputation made by adjacent landowner's land use planning counsel, Mr. Peter Gross of Gowling WLG representing the Ahmed Group, for the residential mixed-use redevelopment of their lands at 1000 and 1024 Dundas Street East, Mississauga. Commissioner Andrew Whittemore, Planning & Building of City Staff responded that:

> *"Through the chair, thank you for the deputation, obviously staff would be happy to sit down and discuss with you, but I will point out to the committee that this property is directly in proximity to Mother Parkers (Inc.) which is a property that you talked to just last week, so, it's a complex site, and a lot of the* ***complexity*** *of these properties in and around that area will really be fully addressed through the Dundas Connects report which I believe is coming on May 30th, so, we'll have some time to talk about that, but I just wanted to provide the PDC some content."*

We understand that the complexity concerns of City Staff outlined by Commissioner Whittemore relate to Mother Parkers Tea & Coffee Inc. who operates nearby and has lobbied the City against allowing the residential mixed-use redevelopment of our property on the basis of supposed land use compatibility concerns.

Rowan Williams Davies & Irwin Inc., a world renowned international multi-disciplinary engineering firm (herein "RWDI") have completed a Land Use Compatibility Study in accordance with the City of Mississauga Terms of Reference for Ahmed Group's lands and they have concluded that the residential mixed-use re-development of these lands would be compatible with Mother Parkers Tea & Coffee Inc.'s operations (i.e., current, and future potential noise and odours). We believe that there would be identical findings for our property, which would similarly also allow for the future redevelopment of our property for a residential mixed-use building.

Despite Ahmed Group having retained RWDI to complete a Land Use Compatibility Study that has concluded that the residential mixed-use re-development of their lands would be compatible with Mother Parkers Tea & Coffee Inc., City Staff have declined to provide Ahmed Group with a DARC meeting and propose to include both their and our property within the employment zone in the Dundas Corridor Official Plan Amendment, freezing our rights to redevelop our property for residential mixed-use purposes. The decision to freeze our land use due to "***complexity***" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits the filing of applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments

Accordingly we seek the re-designation of our property on proposed draft map "Protected Major Transit Station Area Schedule 11-G" to be changed from "Mixed Use" to "Mixed Use Limited," **similar to other properties along Dundas Street and within Major Transit Station Areas,** allowing for the future redevelopment of our property for a mixed-use building containing residential uses, without the need for an Official Plan Amendment in accordance with the Provincial A Place To Grow Plan and the new Region of Peel Official Plan, as well as the recommendation on page 118 of the City's own Dundas Connects Master Plan which reads as follows:

> *"Lands that are currently designated mixed use along the (Dundas) corridor and near major transit stations should also allow for residential, major office and institutional uses to support the achievement of intensification targets."*

This redesignation of our lands in City Staff's proposed official plan amendments would permit our lands to be truly Mixed Use and allow for a more appropriate transition to existing residential lands across the street from our property.

Height, Density, and our Right of Appeal:

- The Provincial A Place to Grow Plan Section 2.2.4.3.b. prescribes the following minimum development density for our property, which is further supported by the new Region of Peel Official Plan:

*"3. Major transit station areas on priority transit corridors or subway lines will be planned for a **minimum density target** of:*

b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or"

- On May 9th, 2022, during a Public Meeting for the Major Transit Station Area Official Plan Amendment, Councillor Parrish had rightfully questioned City Staff on the necessity of maximum heights as proposed in the draft official plan amendment, as well as the rights of landowners to appeal. The following was said:

Councillor Carolyn Parrish

Yes, thank you very much for your presentation. I read this all very carefully, and the map, the reason I'm looking at Cooksville isn't because I'm the Councillor there it's because I'm a resident there, and I, I first of all was also Chair of the Planning and Growth Committee at the Region (of Peel), and at no point did we talk about heights? Is this a unique preoccupation with Mississauga or is this something we were instructed to look at?

Bashar Al-Hussaini, City Planner and Project Lead

So in order for MTSAs to be protected MTSAs which would basically mean enable inclusionary zoning among other things and protect policies from appeal, we would need to define heights, minimum and maximum heights. ***Those heights are also currently being used to guide densities within the MTSAs.*** *In terms of requirements for heights, we have proposed this approach because we felt that the FSI approach in terms of build-form is potentially not the best route to take, and that height requirements would be more sort of prescriptive.*

Councillor Carolyn Parrish

So, what I'm hearing from you was this was a decision, internal decision, to look at heights rather than FSI?

Bashar Al-Hussaini, City Planner and Project Lead

Correct...

Councillor Carolyn Parrish

So, if the world is going to tall towers, tall point towers. We're going to stick with little block buildings if we have to?

Bashar Al-Hussaini, City Planner and Project Lead

So in terms of meeting the minimum density targets, umm...

Councillor Carolyn Parrish

I get all of that. I lived in the Region – I'm telling you. ***So, you're telling me that this is a decision made locally, and once it's made, if it goes into our MTSA (Major Transit Station Area Official Plan Amendment), its not appealable and there is no negotiations?***

Bashar Al-Hussaini, City Planner and Project Lead
If it's approved, correct.

- City Staff's decision of using maximum heights to "***guide density***" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits filing applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments.
- The ability of the City to freeze the rights of our property was to protect the above cited minimum development densities from appeal, and not to impose a maximum development density, which City Staff are now proposing indirectly through maximum building height limits.
- Accordingly, we ask that your Worship and City Councillors direct City Staff to remove the proposed maximum limit on building heights for our property as proposed on draft map Protected Major Transit Station Area Schedule 11-G.
- It is important to note existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate for a property such as ours located directly adjacent to the upcoming Tomken Road Bus Rapid Transit Station.

Ahmed Group's Development Project at 1000 & 1024 Dundas Street East, Mississauga:

- Ahmed Group has informed us of their proposed mixed-use purpose-built rental apartment development project at 1000 & 1024 Dundas Street East, Mississauga, as shown on enclosed plans marked as Schedule B.
- We support Ahmed Group's project for their property, specifically the proposed land uses, development density and building heights.
- We ask that your Worship and City Councillors direct City Staff to meaningfully engage in discussions with Ahmed Group and expedite the review of their project.

We would like to thank Your Worship Mayor Bonnie Crombie, City Councillors, the City of Mississauga Planning and Development Committee, and the City of Mississauga land use planning staff for making the changes that we have requested to the draft Major Transit Station Area Official Plan Amendment and the draft Dundas Corridor Official Plan Amendment, to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City's own Dundas Connects Masterplan.

Yours Sincerely,

584463 ONTARIO LIMITED (ASHLEY GROUP)

Per: Andjelka Vuckovic

Andjelka Vuckovic, President

c.c:

1. Your Worship Mayor Bonnie Crombie - mayor@mississauga.ca
2. Ward 1 - Councillor Stephen Dasko - stephen.dasko@mississauga.ca
3. Ward 2 - Councillor Pat Mullin - pat.mullin@mississauga.ca

4. Ward 3 – Councillor Chris Fonseca - chris.fonseca@mississauga.ca
5. Ward 4 – Councillor John Kovac - john.kovac@mississauga.ca
6. Ward 5 – Councillor Carolyn Parrish - carolyn.parrish@mississauga.ca
7. Ward 6 – Councillor Ron Starr - ron.starr@mississauga.ca
8. Ward 7 – Councillor Dipika Damerla - dipika.damerla@mississauga.ca
9. Ward 8 – Councillor Matt Mahoney - matt.mahoney@mississauga.ca
10. Ward 9 – Councillor Pat Saito - pat.saito@mississauga.ca
11. Ward 10 – Councillor Sue McFadden - sue.mcfadden@mississauga.ca
12. Ward 11 – Councillor George Carlson - george.carlson@mississauga.ca
13. Commissioner Planning and Building – Andrew Whittemore – andrew.whittemore@mississauga.ca
14. City Clerk and Director, Legislative Services – Diana Rusnov – diana.rusnov@mississauga.ca
15. Moe Ahmed, President and CEO, Ahmed Group – m@ahmed.group
16. Timothy Harris, COO, Ahmed Group – timothy@ahmed.group
17. Jose Garreton, Senior Project Manager, Ahmed Group – jose@ahmed.group
18. Peter Gross, Partner, Gowling WLG – peter.gross@gowlingwlg.com
19. Brian Parker, Senior Land Planner, Gowling WLG – brian.parker@gowlingwlg.com

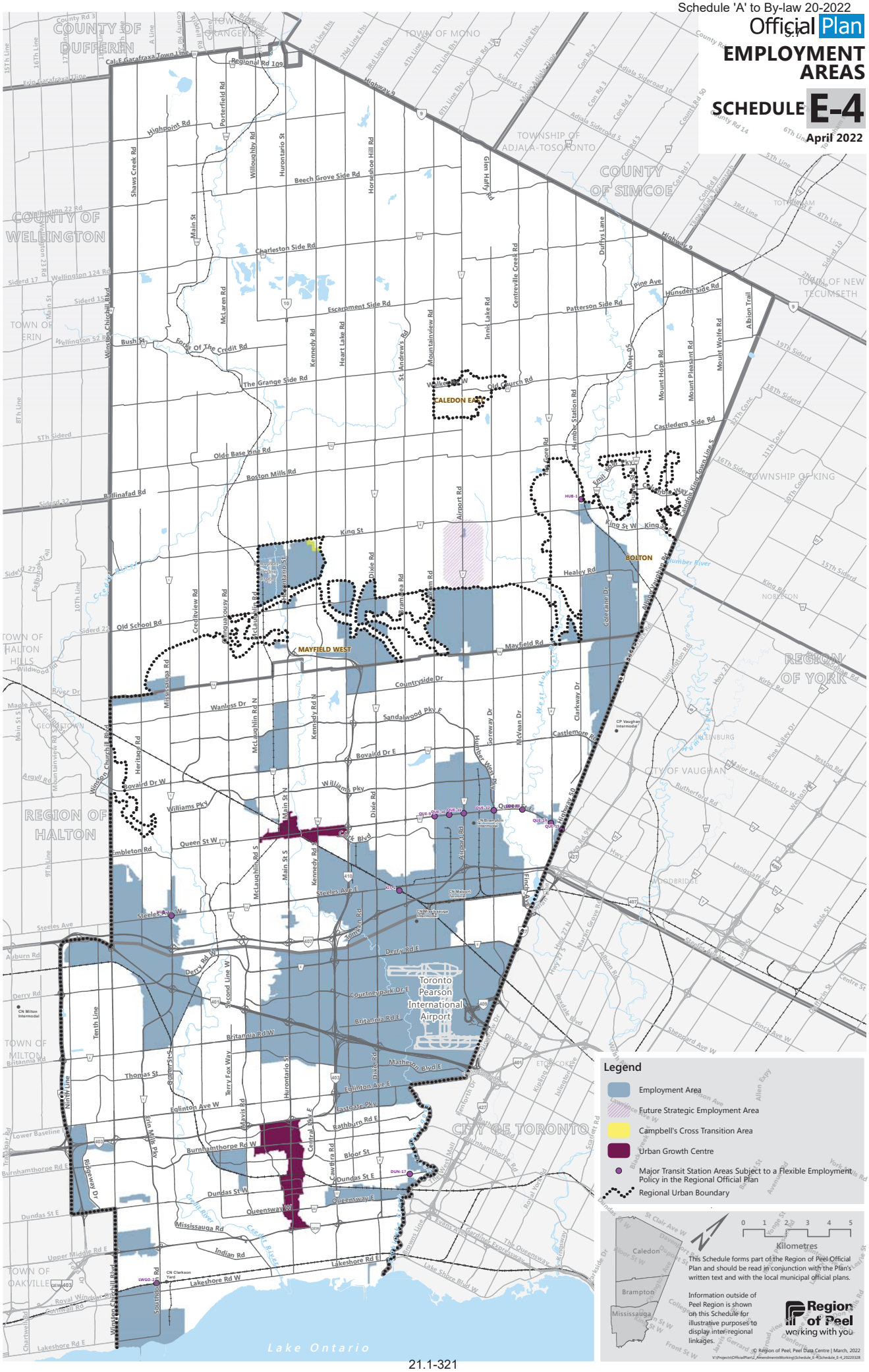
John Lohmus, Senior Land Planner, Plan Logic Consulting – johnlohmus@outlook.com

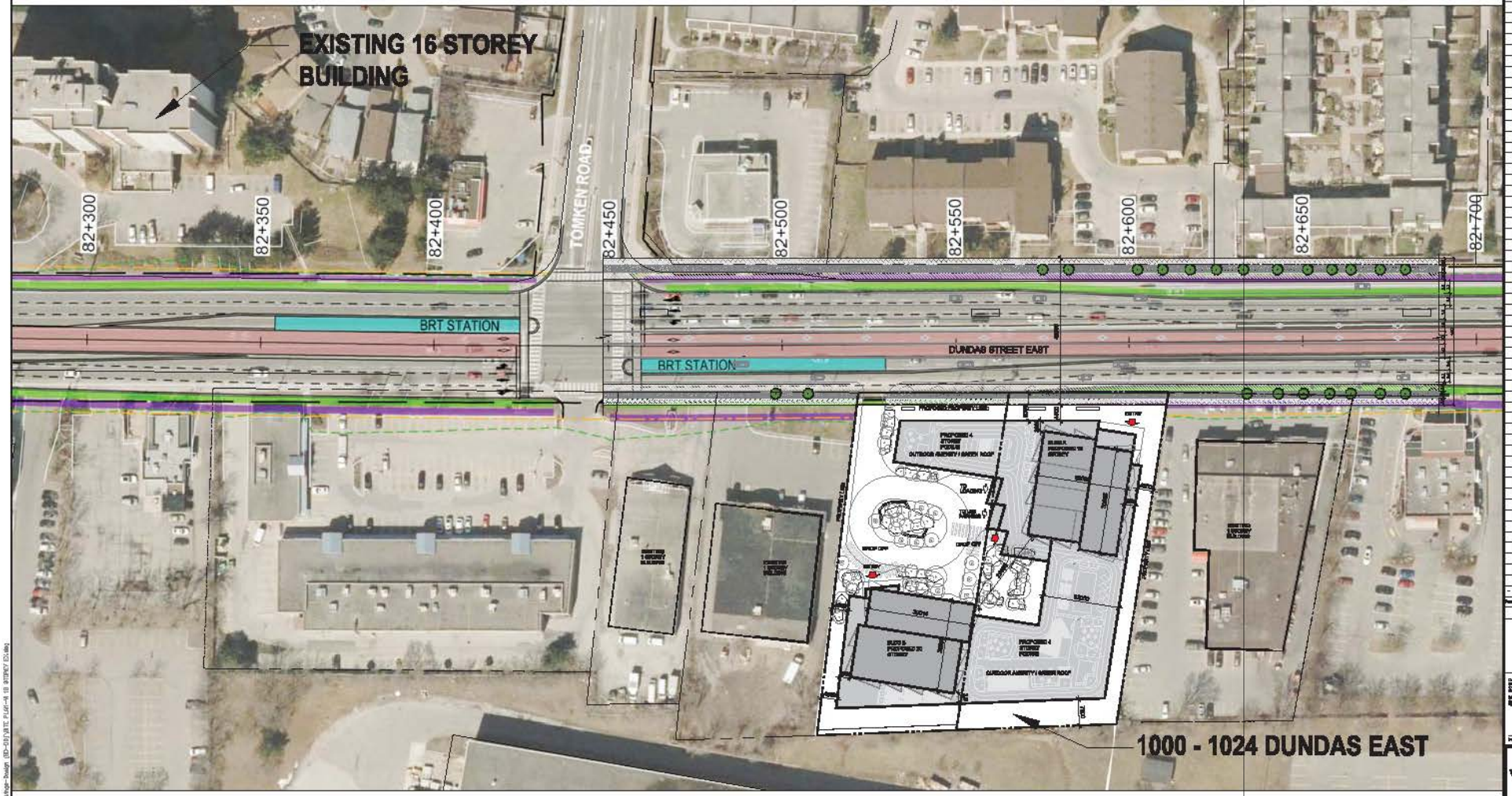
Official Plan

EMPLOYMENT AREAS

SCHEDULE E-4

April 2022





LEGEND

- PROPOSED BRT LANE
- PROPOSED BRT STATION
- EXISTING ROW
- MISSISSAUGA OP 42m ROW
- PROPOSED SIDEWALK
- PROPOSED CYCLE TRACK
- PROPOSED MUP
- APPROXIMATE GRADING LIMITS
- PROPOSED RETAINING WALL

Key Plan

WZMH ARCHITECTS

1000-1024 DUNDAS
MISSISSAUGA, ONTARIO

SITE PLAN

Scale: 1:400

Project: 07.395.000

Drawing Number: A-102

GWD
Gagnon Walker Domes
PROFESSIONAL PLANNERS

Principals

Michael Gagnon
Lena Gagnon
Andrew Walker
Richard Domes

May 25, 2022

City of Mississauga City Council
The Corporation of the City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Attention: **Megan Piercey, Legislative Coordinator, Legislative Services**

Re: **Letter of Concern - City of Mississauga Official Plan Review &**
May 30, 2022 Planning and Development Committee – Item 6.7
White Elm Investments Ltd.
1450-1458 Dundas Street East, City of Mississauga
(GWD File PN.1619)

Dear Chair and Members of Planning and Development Committee:

Gagnon Walker Domes Ltd. ("GWD") represents White Elm Investments Ltd. ("White Elm"), the registered owner of the property municipally known as 1450-1458 Dundas Street East in the City of Mississauga (hereinafter referred to as the "subject site"). The subject site is approximately 2.8 hectares (6.91 acres) in size with approximately 90.49 metres (296.88 feet) of frontage on Dundas Street East, east of Dixie Road. The subject site is currently occupied by one (1) 2-storey commercial building and large paved areas.



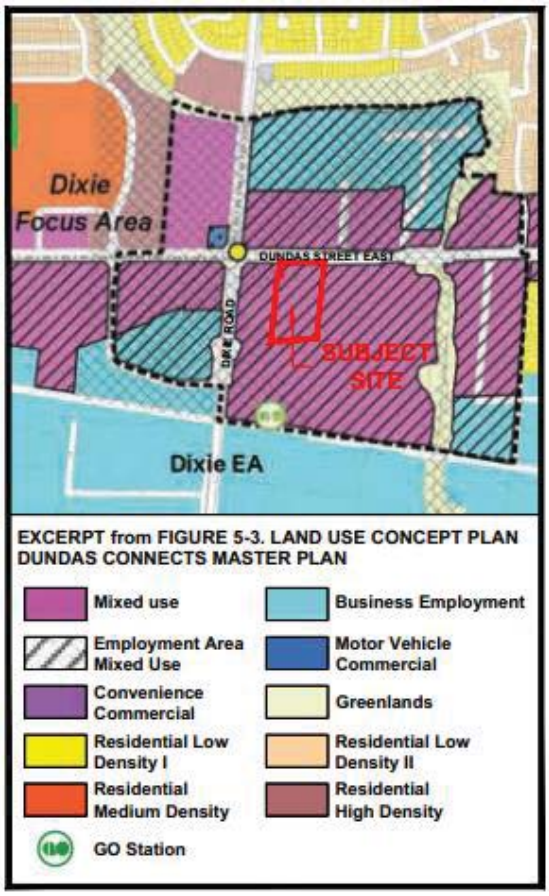
Dundas Street is proposed to accommodate bus rapid transit service as contemplated through the Dundas Connects Master Plan. The Dixie GO Station abuts the subject site to the immediate south. The subject site is located within a Major Transit Station Area ("MTSA") as identified in the newly Regional Council adopted 2022 Region of Peel Official Plan.

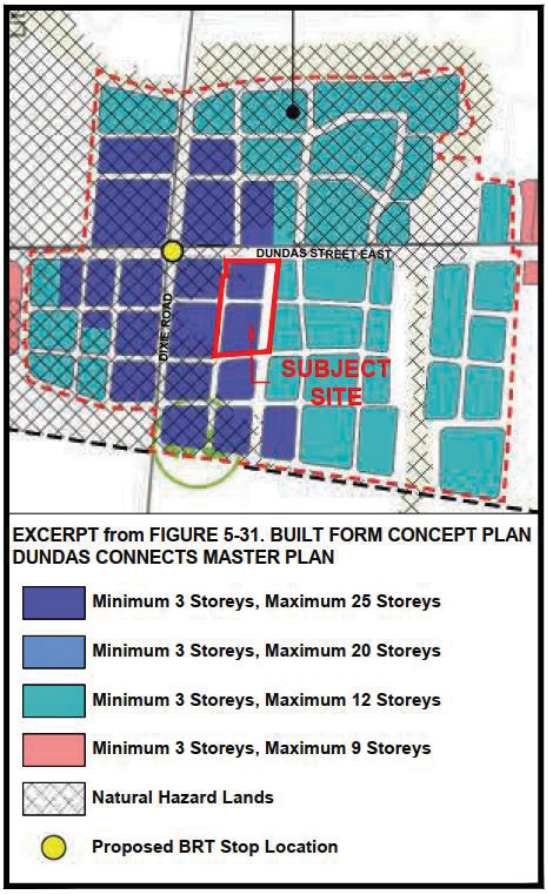
DUNDAS CONNECTS MASTER PLAN

By way of background, the Dundas Connects Master Plan was prepared to guide future urban growth and intensification along the Dundas Street Corridor coincident with the implementation of higher order transit along Dundas Street. White Elm had actively participated in the Dundas Connects Master Plan Study process following its commencement in 2016. The Dundas Connects Master Plan was approved by City of Mississauga Council on June 20, 2018.

According to the Council approved Dundas Connects Master Plan, the subject site is planned/designated as follows:

- Land Use: *'Employment Area Mixed Use' (Figure 5-3 Land Use Concept Plan);*
- Building Heights: '*Minimum 3 Storeys, Maximum 25 Storeys' (Figure 5-31 Built Form Concept Plan).*





At the time of the approval of the Dundas Connects Master Plan the subject site was located within the Dixie Employment Area.

NEW REGION OF PEEL OFFICIAL PLAN/ REGION OF PEEL MUNICIPAL COMPREHENSIVE REVIEW

The new Region of Peel Official Plan was approved by Regional Council on April 28, 2022 and is currently at the Ministry of Municipal Affairs and Housing for final approval. The new Regional Official Plan includes a final delineation of 54 MTSAs and 8 "Planned" MTSAs within the Region,

including the DUN-16/MIL-6 "Primary" MTSA centered at the intersection of Dixie Road and Dundas Street East, wherein the subject site is located.

Further, the new Region of Peel Official Plan considered Employment Area Conversion requests on a Region-wide basis, which had the effect of removing certain lands from the City of Mississauga's various Employment Areas. This included the removal of the subject site from the Dixie Employment Area pursuant to the City of Mississauga's municipally initiated Conversion Request intended to implement the Dundas Connects Master Plan.

CITY OF MISSISSAUGA OFFICIAL PLAN REVIEW

The City of Mississauga is required to review its Official Plan to conform to Provincial Plans and the Region of Peel Official Plan. The City of Mississauga commenced its Official Plan Review in June 2019.

Given the magnitude and extent of the City's Official Plan Review exercise, the City of Mississauga's current Official Plan has been assessed in various segments. To date, the City of Mississauga has released the following draft Official Plan policy documents for public consultation and input:

- Draft City-Wide Major Transit Station Area Official Plan policies;
- Draft Dundas Corridor Implementation Official Plan policies; and
- "Bundle 1" Draft City of Mississauga Official Plan policies.

White Elm has been actively engaged in the City of Mississauga's Official Plan Review exercise. This has included participation at various Public Meetings/Public Information Centres and discussions with City of Mississauga Planning Staff.

OVERVIEW OF WHITE ELM'S CONCERNS

This written correspondence is intended to form White Elm's public input in regards to both the City of Mississauga's Draft City-Wide Major Transit Station Area Official Plan policies and Draft Dundas Corridor Implementation Official Plan policies.

A. City of Mississauga Draft City-Wide Major Transit Station Area Official Plan Policies

White Elm has reviewed the City of Mississauga Staff Report entitled *"City-Wide Major Transit Station Area Study - Draft Official Plan Amendment"* dated, April 14, 2022. The draft Official Plan Amendment being advanced through the City's Staff Report includes the delineation of MTSA boundaries along with draft Official Plan policy concerning land uses, density, built form/urban design, land use compatibility, and other policy respecting future development within MTSAs.

White Elm's questions, comments and concerns with the draft MTSA Official Plan policies are as follows:

- Schedule 11-G: *Protected Major Transit Station Areas (PMTSA) (Dundas BRT-Kirwin, Grenville, Cawthra, Tomken, Dixie GO, Wharton)*

    - White Elm acknowledges and supports the subject site being located outside of the redefined limits of the Dixie Employment Area consistent with the newly adopted Region of Peel Official Plan.

- The Land Use Schedule proposes the redesignation of the subject site from 'Mixed Use' to 'Mixed Use Limited'.

  - ***Recommended Schedule Modification*:** Schedule 11-G should be modified to remove the subject site from those lands that are proposed to be redesignated from 'Mixed Use' to 'Mixed Use Limited'. The subject site's existing 'Mixed Use' designation should remain to clearly identify residential uses as a permitted land use, consistent with the draft policies of the Dixie-Dundas Community Character Node Area, draft MTSA policies and the Dundas Connects Master Plan.

- The Building Height Schedule identifies permitted building heights on the subject site as a minimum of 2 storeys up to a maximum of 20 storeys.

  The City of Mississauga's draft City-Wide Major Transit Station Areas Amendment and draft Dundas Corridor Implementation policies are intended to implement the Council endorsed vision of the Dundas Connects Master Plan which, as approved, directed a maximum building height of 25 storeys for the Dixie-Dundas Node including the subject site. The proposed 20 storey maximum building height is inconsistent with the Dundas Connects Master Plan and Council direction.

  - ***Recommended Schedule Modification*:** Schedule 11-G should be modified to identify a maximum permitted building height on the subject site of up to at least 25 storeys, consistent with the Council approved Dundas Connects Master Plan.

  Pursuant to the new Regional Official Plan, while the City of Mississauga is required to undertake comprehensive planning to establish the minimum building heights for land uses within an MTSA, it is not required to establish maximum building heights. Given the Dixie-Dundas Community Node's superior access to multiple modes of higher order transit and its separation from stable low-rise residential uses, White Elm encourages the City of Mississauga to increase the maximum permitted building heights proposed for the subject site to higher than 25 storeys, or alternatively remove the maximum building height restriction applicable to the subject site to allow for the determination of a maximum building heights beyond 25 storeys to be assessed during the site specific development application approval process.

White Elm's proposed policy modification redlines are included in Appendix A.

B. City of Mississauga Draft Dundas Corridor Implementation Official Plan Policies

White Elm has reviewed the draft Dundas Corridor Implementation Official Plan policies that were released by the City of Mississauga on May 16, 2022 and the corresponding City of Mississauga Staff Report entitled "*Public Meeting Information Report (Wards 1-4 & 6-8) Dundas Corridor Policy Implementation Project – Draft Official Plan Amendment*". The draft Dundas Corridor Implementation policies are intended to implement the Council endorsed vision of the Dundas Connects Master Plan by providing direction on land use, built form, connectivity and the open space network towards Dundas Street's evolution to a dynamic, urban, mixed use corridor.

White Elm's questions, comments and concerns with the draft Dundas Corridor Implementation Official Plan policies are as follows:

- Schedule 1: *Urban System*
- Schedule 2: *Intensification Areas*
- Schedule 9: *Character Areas*
- Map 14-1: *City Structure Community Nodes*
- Map 14-3: *Dixie-Dundas Community Node Character Area*

    - White Elm acknowledges and supports the subject site as being located within the newly defined delineation of the 'Dixie-Dundas Community Node' Character Area. Pursuant to the draft Dundas Corridor Implementation Official Plan policies, the Dixie-Dundas Community Node Character Area is planned to include a diverse mix of employment, commercial and residential uses. Development along Dundas Street is planned to be mixed use in nature with non-residential uses on the ground floor of new buildings. A range of housing options shall be provided to meet the needs of the Character Area.

    - Schedule 2 identifies a 'Major Transit Station Area with 500m radius circle' on the Dixie GO Station lands. While the proposed amendment to Schedule 2 appropriately identifies the newly defined limits of the Dixie-Dundas Community Node Character Area, it fails to identify Regionally adopted MTSA delineations.

        - ***Recommended Schedule Modification*:** Schedule 2 should be modified to include the final delineations of the City's MTSAs, including the Dixie GO MTSA.

- Schedule 10: *Land Use Designations*

    - Schedule 10 proposes the redesignation of the subject site from 'Mixed Use' to 'Mixed Use Limited'.

        - ***Recommended Schedule Modification*:** Schedule 10 should be modified to remove the subject site from those lands that are proposed to be redesignated from 'Mixed Use' to 'Mixed Use Limited'. The subject site's existing 'Mixed Use' designation should remain to clearly identify residential uses as a permitted land use, consistent with the draft policies of the Dixie-Dundas Community Character Node Area, draft MTSA policies and the Dundas Connects Master Plan.

- Schedule 11-G: *Protected Major Transit Station Areas (PMTSA) (Dundas BRT-Kirwin, Grenville, Cawthra, Tomken, Dixie GO, Wharton)*

    - White Elm acknowledges and supports the subject site being located outside of the redefined limits of the Dixie Employment Area consistent with the newly adopted Region of Peel Official Plan.

    - The Land Use Schedule proposes the redesignation of the subject site from 'Mixed Use' to 'Mixed Use Limited'.

        - ***Recommended Schedule Modification*:** Schedule 11-G should be modified to remove the subject site from those lands that are proposed to

be redesignated from 'Mixed Use' to 'Mixed Use Limited'. The subject site's existing 'Mixed Use' designation should remain to clearly identify residential uses as a permitted land use, consistent with the draft policies of the Dixie-Dundas Community Character Node Area, draft MTSA policies and the Dundas Connects Master Plan.

- The Building Height Schedule identifies permitted building heights on the subject site as a minimum of 2 storeys up to a maximum of 20 storeys.

  The City of Mississauga's City-Wide Major Transit Station Areas Amendment and Dundas Corridor Implementation policies are intended to implement the Council endorsed vision of the Dundas Connects Master Plan which, as approved, directed a maximum building height of 25 storeys for the Dixie-Dundas Node. The proposed 20 storey maximum building height is inconsistent with the Dundas Connects Master Plan and Council direction.

  - ***Recommended Schedule Modification*:** Schedule 11-G should be modified to identify a maximum permitted building height on the subject site of up to at least 25 storeys consistent with the Council approved Dundas Connects Master Plan.

  As noted above, while the City of Mississauga is required to undertake comprehensive planning to establish the minimum building heights for land uses within a MTSA, it is not required to establish maximum building heights. Given the Dixie-Dundas Community Node's superior access to multiple modes of higher order transit and its separation from stable low-rise residential uses, White Elm encourages the City of Mississauga to increase the maximum permitted building heights proposed for the subject site to higher than 25 storeys, or alternatively remove the maximum building height restriction applicable to the subject site to allow for the determination of a maximum building heights beyond 25 storeys to be assessed during the site specific development application approval process.

- Draft Policy 5.4.16.5 seeks to advance a detailed road network as identified in Figures 5-16.1 and 5-16.2. The delineation of a new detailed local road network and road ownership (municipal road versus private road) in the context of the proposed Official Plan policies is inappropriate. Further, insufficient justification, technical analysis and stakeholder consultation has been completed in support of the local road network advanced in Figures 5-16.1 and 5-16.2. The delivery, extent and alignment of local roads should be advanced by development proponents and reviewed by the City and/or Region through the planning application process.

  - ***Recommended Policy Modification*:** Figures 5-16.1 and 5-16.2 should be deleted and reference thereto should be deleted from draft Policy 5.4.16.5.

- The Land Use Schedule proposes the redesignation of the subject site from 'Mixed Use' to 'Mixed Use Limited'. As noted above, it is White Elm's request that the subject site remain designated 'Mixed Use' to more clearly identify residential uses as a permitted land use on the lands. If this request is not granted, White Elm is concerned that the residential permissions associated with the 'Mixed Use Limited' designation are not permitted out-right. In fact, it is insufficiently clear through Section 11.2.7 whether residential uses are permitted at all within the 'Mixed Use Limited' designation. In this regard, and in the event that the 'Mixed Use Limited' designation is ultimately approved by City Council for the

subject site, clear and more permissive language should be included in Policies 11.2.7.1 and 11.2.7.3 that specifically permit residential uses subject to the compatibility provisions identified in Policy 11.2.7.3.

- ***Recommended Policy Modification***: Policy 11.2.7.1 to remove reference to residential uses as a non-permitted use.
- ***Recommended Policy Modification***: Policy 11.2.7.3 to be modified to specifically identify compatibility criteria for permitted residential uses.

White Elm's proposed policy modification redlines are included in Appendix B.

Final Comments and Recommendations

It is our opinion that the draft Official Plan policies do not fully conform to the Council approved Dundas Connects Master Plan. More specifically, it is our opinion that clear residential land use permissions should be provided on the subject site through a continuation of the existing Mixed Use land use designation. Further, a maximum building height of at least 25 storeys should apply to the subject site as contemplated through the Council approved Dundas Connects Master Plan.

Recommended draft Official Plan policy modifications are enclosed in Appendix A and Appendix B to address White Elm's concerns.

On behalf of our client, White Elm, we wish to thank the City for the opportunity to provide Public Input regarding the City-Wide Major Transit Station Areas Draft Official Plan Amendment and Dundas Corridor Implementation policies and we look forward to meeting with City Staff to resolve the enclosed concerns prior to any further policy considerations by City Council.

White Elm reserves the right to provide additional/revised comments based on the City of Mississauga's response to the comments and concerns identified herein as well as any further reports or draft Official Plan policy produced in connection with the City of Mississauga's Official Plan Review exercise.

Richard Domes
Principal Planner

Anthony Sirianni
Associate Planner

C.C: White Elm Investments Ltd.
Michael Gagnon, Gagnon Walker Domes Ltd.
Bashar Al-Hussaini, City of Mississauga
Andrew Whittemore, City of Mississauga
A. Smith, Region of Peel

APPENDIX A: City of Mississauga Draft City-Wide Major Transit Station Area Official Plan Policies

Policy/Schedule	Proposed Policy Modification
Schedule 11-G: Protected Major Transit Station Areas (PMTSA) (Dundas BRT-Kirwin, Grenville, Cawthra, Tomken, Dixie GO, Wharton) Building Height Schedule: Permitted building height 'Min. 2 to Max 20'	Schedule 11-G, Building Height Schedule permitted building height 'Min. 2 to ~~Max 20~~Max 25+'
Schedule 11-G: Protected Major Transit Station Areas (PMTSA) (Dundas BRT-Kirwin, Grenville, Cawthra, Tomken, Dixie GO, Wharton) Land Use Schedule: 'Mixed Use Limited' Designation	Schedule 11-G, Land Use Schedule: 'Mixed Use ~~Limited~~' Designation

APPENDIX B: City of Mississauga Draft Dundas Corridor Implementation Official Plan Policies

Policy/Schedule	Proposed Policy Modification
Schedule 2: Intensification Areas	Schedule 2 should be modified to include the final delineations of the City's MTSAs, including the Dixie GO MTSA.
Schedule 10: Land Use Designations Redesignation of the subject site from 'Mixed Use' to 'Mixed Use Limited'	Schedule 10, Land Use Designations: 'Mixed Use ~~Limited~~' Designation
Schedule 11-G: Protected Major Transit Station Areas (PMTSA) (Dundas BRT-Kirwin, Grenville, Cawthra, Tomken, Dixie GO, Wharton) Building Height Schedule: Permitted building height 'Min. 2 to Max 20'	Schedule 11-G, Building Height Schedule permitted building height 'Min. 2 to ~~Max 20~~Max 25+'
Schedule 11-G: Protected Major Transit Station Areas (PMTSA) (Dundas BRT-Kirwin, Grenville, Cawthra, Tomken, Dixie GO, Wharton) Land Use Schedule: 'Mixed Use Limited' Designation	Schedule 11-G, Land Use Schedule: 'Mixed Use ~~Limited~~' Designation
5.4.16 Dundas Street Corridor Dundas Street will continue its evolution towards a dynamic, urban, mixed-use corridor with multiple options for mobility including walking, cycling, and rapid transit. It will have a mix of residential, commercial and employment uses within a predominantly midrise built form with active storefronts, community facilities, integrated open spaces and amenities that result in an enhanced pedestrian experience. New public streets and pedestrian connections will be introduced to create smaller walkable blocks and multiple routes to key destinations. The Dundas Street Corridor will see growth in population and employment, while respecting existing communities.	5.4.16 Dundas Street Corridor Dundas Street will…have a mix of residential, commercial and employment uses within a predominantly midrise built form with high-rise buildings at key locations with active storefronts… New public and privately owned publicly accessible streets and pedestrian connections will be introduced to create smaller walkable blocks and multiple routes to key destinations…

5.4.16.5 The road network will be expanded to provide increased connectivity, a fine grained multimodal transportation network, and encourage multimodal access as shown conceptually in Figures 5- 16.1 and 5-16.2, where: a) the design, access requirements and public/private responsibilities for roads and pedestrian connections will be determined through the development application process; b) smaller development blocks are created with new roads and pedestrian connections; and c) pedestrian and cycling connections to transit facilities will be prioritized.	5.4.16.5 The road network will be expanded to provide increased connectivity, a fine grained multimodal transportation network, and encourage multimodal access ~~as shown conceptually in Figures 5- 16.1 and 5-16.2,~~ where: a) the design, access requirements and public/private responsibilities for roads and pedestrian connections will be determined through the development application process; b) smaller development blocks are created with new roads and pedestrian connections; and c) pedestrian and cycling connections to transit facilities will be prioritized.
Figures 5-16.1 and 5-16.2	Delete Figures 5-16.1 and 5-16.2
11.2.7.1 Lands designated Mixed Use Limited will permit all uses within the Mixed Use Designation, except: a. sensitive land uses, including residential; and a) drive-through facilities.	11.2.7.1 Lands designated Mixed Use Limited will permit all uses within the Mixed Use Designation, except: ~~a. sensitive land uses, including residential; and~~ a. drive-through facilities.
11.2.7.3 In some areas, residential uses and other sensitive land uses may be considered without amendment to this Plan where the use: a. is appropriate in accordance with the policies of this Plan; b. can be appropriately designed, buffered and/or separated from Employment Areas and/or major facilities; c. is not impacted by adverse effects from noise, vibration, and emissions, including dust and odour; d. does not pose a risk to public health and safety; e. prevents or mitigates negative impacts and minimizes the risk of complaints; f. has regard for City land requirements relating to hazard land identified through flood mitigation studies; g. does not compromise the ability of existing nearby employment uses to comply with environmental approvals, registrations, legislations, regulations and guidelines; and h. permits Employment Areas to be developed for their intended purpose.	11.2.7.3 ~~In some areas,~~ ~~r~~Residential uses and other sensitive land uses ~~may be considered without amendment to this Plan~~ shall be permitted where the use: a. is appropriate in accordance with the policies of this Plan; b. can be appropriately designed, buffered and/or separated from Employment Areas and/or major facilities; c. is not impacted by adverse effects from noise, vibration, and emissions, including dust and odour; d. does not pose a risk to public health and safety; e. prevents or mitigates negative impacts and minimizes the risk of complaints; f. has regard for City land requirements relating to hazard land identified through flood mitigation studies; g. does not compromise the ability of existing nearby employment uses to comply with environmental approvals, registrations, legislations, regulations and guidelines; and h. permits Employment Areas to be developed for their intended purpose.

GOLFOUR
Property Services Inc.

May 25, 2022

Your Worship Mayor Bonnie Crombie and City Councilors,
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

PROPOSED MAJOR TRANSIT AREA AND DUNDAS COORIDOR OFFICIAL PLAN AMENDMENTS TO IMPLEMENT THE PROVINCIAL A PLACE TO GROW PLAN, NEW REGION OF PEEL OFFICIAL PLAN AND THE DUNDAS CONNECTS MASTER PLAN

We are the Property Managers, authorized to act on behalf of the owners of the plaza having municipal address **960 and 966 Dundas Street East, Mississauga** (herein the "Property") which fronts onto the south side of Dundas Street East and is located to the west of the Tomken Road intersection.

We request Your Worship, City Councillors and Planning and Development Committee to direct the City of Mississauga land use planning staff to make the following changes to their draft Official Plan Amendments to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan adopted April 28th, 2022 and the City's own Dundas Connects Masterplan:

Employment Zone:

The City must remove our property from the Dixie Employment Area in accordance with the Provincial A Place To Grow Plan and the new Peel Region Official Plan adopted April 28th, 2022. The City of Mississauga "Map 17-4 Dixie Employment Area" and map "Schedule 9 Character Areas" must be consistent with the enclosed "Employment Areas Schedule E-4" of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states:

> *"5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4."*

Land Use:

On May 9th, 2022, during a Statutory Public Meeting for City Staff's proposed draft Major Transit Station Area Official Plan Amendment, Councillor Carlson had sought the position of City Staff in relation to a deputation made by adjacent landowner's land use planning counsel, Mr. Peter Gross of Gowling WLG representing the Ahmed Group, for the residential mixed-use redevelopment of their lands at 1000 and 1024 Dundas Street East, Mississauga. Commissioner Andrew Whittemore, Planning & Building of City Staff responded that:

> *"Through the chair, thank you for the deputation, obviously staff would be happy to sit down and discuss with you, but I will point out to the committee that this property is directly in proximity to Mother Parkers (Inc.) which is a property that you talked to just last week, so, it's a complex site, and a lot of the **complexity** of these properties in and around that area will really be fully addressed through the Dundas Connects report which I believe is coming on May 30th, so, we'll have some time to talk about that, but I just wanted to provide the PDC some content."*

We understand that the complexity concerns of City Staff outlined by Commissioner Whittemore relate to Mother Parkers Tea & Coffee Inc. who operates nearby and has lobbied the City against allowing the residential mixed-use redevelopment of our property on the basis of supposed land use compatibility concerns.

Rowan Williams Davies & Irwin Inc., a world renowned international multi-disciplinary engineering firm (herein "RWDI") have completed a Land Use Compatibility Study in accordance with the City of Mississauga Terms of Reference for Ahmed Group's lands and they have concluded that the residential mixed-use re-development of these lands would be compatible with Mother Parkers Tea & Coffee Inc.'s operations (i.e., current, and future potential noise and odours). We believe that there would be identical findings for our property, which would similarly also allow for the future redevelopment of our property for a residential mixed-use building.

Despite Ahmed Group having retained RWDI to complete a Land Use Compatibility Study that has concluded that the residential mixed-use re-development of their lands would be compatible with Mother Parkers Tea & Coffee Inc., City Staff have declined to provide Ahmed Group with a DARC meeting and propose to include both their and our property within the employment zone in the Dundas Corridor Official Plan Amendment, freezing our rights to redevelop our property for residential mixed-use purposes. The decision to freeze our land use due to "***complexity***" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits the filing of applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments

Accordingly we seek the re-designation of our property on proposed draft map "Protected Major Transit Station Area Schedule 11-G" to be changed from "Mixed Use" to "Mixed Use Limited," **similar to other properties along Dundas Street and within Major Transit Station Areas,** allowing for the future redevelopment of our property for a mixed-use building containing residential uses, without the need for an Official Plan Amendment in accordance with the Provincial A Place To Grow Plan and the new Region of Peel Official Plan, as well as the recommendation on page 118 of the City's own Dundas Connects Master Plan which reads as follows:

> *"Lands that are currently designated mixed use along the (Dundas) corridor and near major transit stations should also allow for residential, major office and institutional uses to support the achievement of intensification targets."*

This redesignation of our lands in City Staff's proposed official plan amendments would permit our lands to be truly Mixed Use and allow for a more appropriate transition to existing residential lands across the street from our property.

Height, Density, and our Right of Appeal:

- The Provincial A Place to Grow Plan Section 2.2.4.3.b. prescribes the following minimum development density for our property, which is further supported by the new Region of Peel Official Plan:

  > *"3. Major transit station areas on priority transit corridors or subway lines will be planned for a* ***minimum density target*** *of:*
  > *b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or"*

- On May 9th, 2022, during a Public Meeting for the Major Transit Station Area Official Plan Amendment, Councillor Parrish had rightfully questioned City Staff on the necessity of maximum heights as proposed in the draft official plan amendment, as well as the rights of landowners to appeal. The following was said:

  Councillor Carolyn Parrish

Yes, thank you very much for your presentation. I read this all very carefully, and the map, the reason I'm looking at Cooksville isn't because I'm the Councillor there it's because I'm a resident there, and I, I first of all was also Chair of the Planning and Growth Committee at the Region (of Peel), and at no point did we talk about heights? Is this a unique preoccupation with Mississauga or is this something we were instructed to look at?

Bashar Al-Hussaini, City Planner and Project Lead

So in order for MTSAs to be protected MTSAs which would basically mean enable inclusionary zoning among other things and protect policies from appeal, we would need to define heights, minimum and maximum heights. ***Those heights are also currently being used to guide densities within the MTSAs.*** *In terms of requirements for heights, we have proposed this approach because we felt that the FSI approach in terms of build-form is potentially not the best route to take, and that height requirements would be more sort of prescriptive.*

Councillor Carolyn Parrish

So, what I'm hearing from you was this was a decision, internal decision, to look at heights rather than FSI?

Bashar Al-Hussaini, City Planner and Project Lead

Correct…

Councillor Carolyn Parrish

So, if the world is going to tall towers, tall point towers. We're going to stick with little block buildings if we have to?

Bashar Al-Hussaini, City Planner and Project Lead

So in terms of meeting the minimum density targets, umm...

Councillor Carolyn Parrish

I get all of that. I lived in the Region – I'm telling you. ***So, you're telling me that this is a decision made locally, and once it's made, if it goes into our MTSA (Major Transit Station Area Official Plan Amendment), its not appealable and there is no negotiations?***

Bashar Al-Hussaini, City Planner and Project Lead

If it's approved, correct.

- City Staff's decision of using maximum heights to "***guide density***" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits filing applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments.
- The ability of the City to freeze the rights of our property was to protect the above cited minimum development densities from appeal, and not to impose a maximum development density, which City Staff are now proposing indirectly through maximum building height limits.
- Accordingly, we ask that your Worship and City Councillors direct City Staff to remove the proposed maximum limit on building heights for our property as proposed on draft map Protected Major Transit Station Area Schedule 11-G.
- It is important to note existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate for a property such as ours located directly adjacent to the upcoming Tomken Road Bus Rapid Transit Station.

Ahmed Group's Development Project at 1000 & 1024 Dundas Street East, Mississauga:

- Ahmed Group has informed us of their proposed mixed-use purpose-built rental apartment development project at 1000 & 1024 Dundas Street East, Mississauga, as shown on enclosed plans marked as Schedule B.
- We support Ahmed Group's project for their property, specifically the proposed land uses, development density and building heights.
- We ask that your Worship and City Councillors direct City Staff to meaningfully engage in discussions with Ahmed Group and expedite the review of their project.

We would like to thank Your Worship Mayor Bonnie Crombie, City Councillors, the City of Mississauga Planning and Development Committee, and the City of Mississauga land use planning staff for making the changes that we have requested to the draft Major Transit Station Area Official Plan Amendment and the draft Dundas Corridor Official Plan Amendment, to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City's own Dundas Connects Masterplan.

Yours Sincerely,

GOLFOUR PROPERTY SERVICES INC.

Per: _____

Michael Eveleigh, CPA, CA

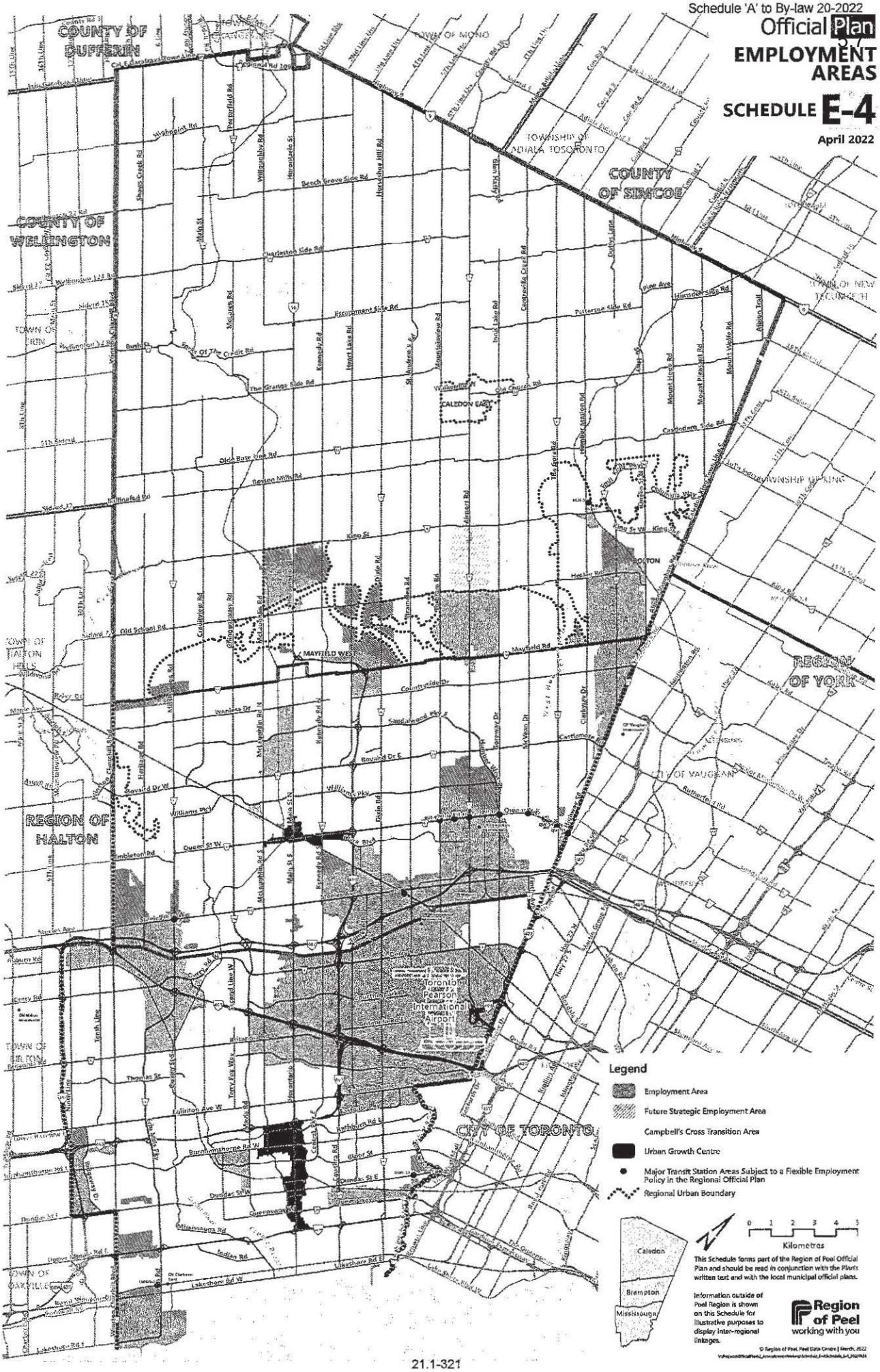
c.c:

1. Your Worship Mayor Bonnie Crombie - mayor@mississauga.ca
2. Ward 1 - Councillor Stephen Dasko - stephen.dasko@mississauga.ca
3. Ward 2 - Councillor Pat Mullin - pat.mullin@mississauga.ca
4. Ward 3 – Councillor Chris Fonseca - chris.fonseca@mississauga.ca
5. Ward 4 – Councillor John Kovac - john.kovac@mississauga.ca
6. Ward 5 – Councillor Carolyn Parrish - carolyn.parrish@mississauga.ca
7. Ward 6 – Councillor Ron Starr - ron.starr@mississauga.ca
8. Ward 7 – Councillor Dipika Damerla - dipika.damerla@mississauga.ca
9. Ward 8 – Councillor Matt Mahoney - matt.mahoney@mississauga.ca
10. Ward 9 – Councillor Pat Saito - pat.saito@mississauga.ca
11. Ward 10 – Councillor Sue McFadden - sue.mcfadden@mississauga.ca
12. Ward 11 – Councillor George Carlson - george.carlson@mississauga.ca
13. Commissioner Planning and Building – Andrew Whittemore – andrew.whittemore@mississauga.ca
14. City Clerk and Director, Legislative Services – Diana Rusnov – diana.rusnov@mississauga.ca
15. Moe Ahmed, President and CEO, Ahmed Group – m@ahmed.group
16. Timothy Harris, COO, Ahmed Group – timothy@ahmed.group
17. Jose Garreton, Senior Project Manager, Ahmed Group – jose@ahmed.group
18. Peter Gross, Partner, Gowling WLG – peter.gross@gowlingwlg.com
19. Brian Parker, Senior Land Planner, Gowling WLG – brian.parker@gowlingwlg.com
20. John Lohmus, Senior Land Planner, Plan Logic Consulting – johnlohmus@outlook.com

Official Plan EMPLOYMENT AREAS

SCHEDULE E-4

April 2022



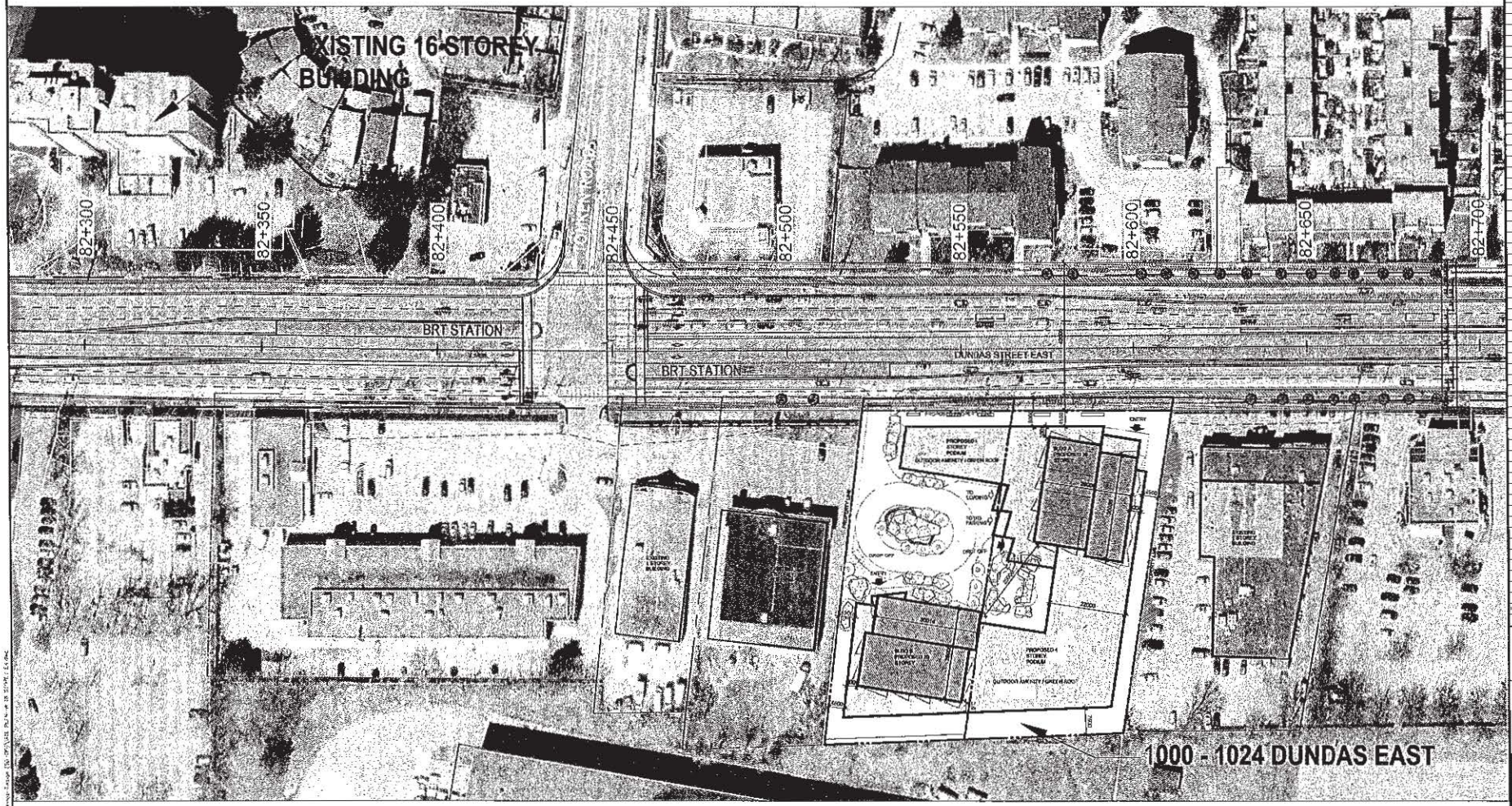
This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the local municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

Region of Peel working with you

© Region of Peel, Peel Data Centre | March, 2022

5.7



LEGEND			
PROPOSED BRT LANE		PROPOSED SIDEWALK	
PROPOSED BRT STATION		PROPOSED CYCLE TRACK	
EXISTING ROW		PROPOSED MUP	
MISSISSAUGA OP 42m ROW		APPROXIMATE GRADING LIMITS	
		PROPOSED RETAINING WALL	

Key Plan

ISSUES/REVISIONS

WZMH ARCHITECTS

1000-1024 DUNDAS
MISSISSAUGA, ONTARIO

Sheet Title
SITE PLAN

Scale 1:400

Project Number 07395.000

Drawing Number A-102

GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

PARTNERS:
GLEN SCHNARR, MCIP, RPP
GLEN BROLL, MCIP, RPP
COLIN CHUNG, MCIP, RPP
JIM LEVAC, MCIP, RPP

May 27, 2022 GSAI File: 667-001

Attention: Chair and Members of Planning and Development Committee
Bashar Al-Hussaini, Planner, City Planning Strategies

RE: Item 6.7 - Dundas Corridor Policy Implementation Project
1425 Dundas Street East – Site Redevelopment
City of Mississauga Official Plan Review
City of Mississauga, Region of Peel

Glen Schnarr & Associates Inc. (GSAI) have been retained as the Planning Consultants (to CPD Developments) to review policy planning initiatives as well as to advance formal development applications on the site municipally addressed as 1425 Dundas Street East (the "subject site"), located in the City of Mississauga, Region of Peel.

There are several active processes at Municipal level which will directly impact the development feasibility of the subject site. We maintain our position on those matters as outlined in correspondences from September 2021 and April 2022, however we have had the chance to further review the proposed draft amendments to the City of Mississauga Official Plan. Specifically, our comments on Item 6.7 - *Dundas Corridor Policy Implementation Project – Draft Official Plan Amendment* are as follows:

We request that guidance at the municipal level regarding the future land use permissions for the subject site be provided. Since the subject site is situated within in a Provincially defined Special Policy Area ("SPA") and subject to an ongoing environmental assessment related to Regional regulatory floodplains, staff are not permitted to recommend any amendments to land use designations in the Dixie-Dundas SPA.

This has resulted in the subject site not being considered for employment lands conversion from the City, despite the Region's recommendation for employment lands conversion. The site is also the only corner at the intersection of Dixie Road and Dundas Street not included in the delineated Dixie-Dundas Community Node.

It is our understanding (per discussions with staff), that the subject site (NE corner of the Dixie and Dundas Street intersection) will be included in the Dixie-Dundas Community Node and removed from the Employment Area designation, at a later date. This will

10 KINGSBRIDGE GARDEN CIRCLE
SUITE 700
MISSISSAUGA, ONTARIO
L5R 3K6
TEL (905) 568-8888
FAX (905) 568-8894
www.gsai.ca

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URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

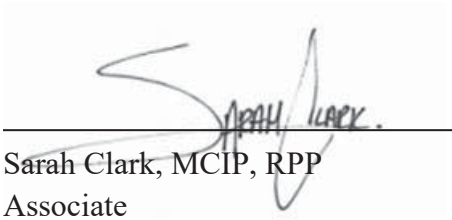
ultimately include new land use planning permissions which will permit for future redevelopment and intensification of the area, pursuant to other City-led initiatives such as Dundas Connects, which suggests a mixed-use designation and a height of 2-20 storeys for the subject site. We therefore seek clarification on the applicability of the draft mixed-use policies to this site in the future (as prescribed under the Official Plan policies for the Dixie-Dundas Community Node).

We understand that the ongoing processes related to flood mitigation may have some impact on the net developable area and have retained a project engineer to review the findings on a site-specific basis, once they are available. We feel that concluding this Flood Mitigation Study warrants prioritization from the review to determine development feasibility. Prioritizing the findings and conclusions of the Flood Mitigation Study will help ensure that this important Community Node evolves as a cohesive community, as development outside of the SPA (on the surrounding three corners) will unfold in the shorter term.

We thank staff for the opportunity to provide input on the Official Plan Review process and look forward to the findings and recommendations of the ongoing Flood Mitigation Study.

YOURS VERY TRULY,

GLEN SCHNARR & ASSOCIATES INC.



Sarah Clark, MCIP, RPP
Associate

cc. Alexandra Kau, CPD Developments
David Baffa, Commercial Land Strategies

GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

PARTNERS:
GLEN SCHNARR, MCIP, RPP
GLEN BROLL, MCIP, RPP
COLIN CHUNG, MCIP, RPP
JIM LEVAC, MCIP, RPP

May 30, 2022 GSAI File: 954-004

(Via Email)
Chairman and Members of Planning & Development Committee
c/o Megan Piercey, Legislative Coordinator
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

RE: Dundas Corridor Policy Implementation Review
Golden Retail Group Inc.
3092 Mavis Road, City of Mississauga

Glen Schnarr & Associates Inc. (GSAI) are the planning consultants to Golden Retail Group Inc. (the 'Owner') of the lands municipally known as 3092 Mavis Road, in the City of Mississauga (the 'Subject Lands' or 'Site'). On behalf of the Owner, we are pleased to provide this Comment Letter in relation to the ongoing Dundas Corridor Policy Implementation initiative ('Initiative').

GSAI has been participating in the Initiative, as well as the concurrent City of Mississauga Official Plan Review, the City's Major Transit Station Area ('MTSA') Study and the Region of Peel Municipal Comprehensive Review (referred to as 'Peel 2051+') initiatives. We understand that when complete, the Dundas Corridor Policy Implementation initiative will culminate in an Official Plan Amendment (;OPA') that will modify policy permissions for lands along the Dundas Street corridor, including the Subject Lands.

As demonstrated on the Context Map on the next page, the Subject Lands are located on the west side of Mavis Road, north of Dundas Street West. Based on the in-effect planning policy framework, the Site is designated 'Mixed Use' (in accordance with Schedule 10, Land Use Designations, Mississauga Official Plan) and is located within Mavis-Erindale Employment Area Character Area (Schedule 9, Character Areas, Mississauga Official Plan). It is also located within an area identified for higher density, compact, mixed-use, transit-supportive development (in accordance with the Dundas Connects Master Plan), within walking distance of the planned and funded Dundas Bus Rapid Transit ('BRT') network and within the Wolfedale Major Transit Station Area (in accordance with the draft Peel Regional Official Plan Amendment, adopted by Regional Council on April 28, 2022),

10 KINGSBRIDGE GARDEN CIRCLE
SUITE 700
MISSISSAUGA, ONTARIO
L5R 3K6
TEL (905) 568-8888
FAX (905) 568-8894
www.gsai.ca

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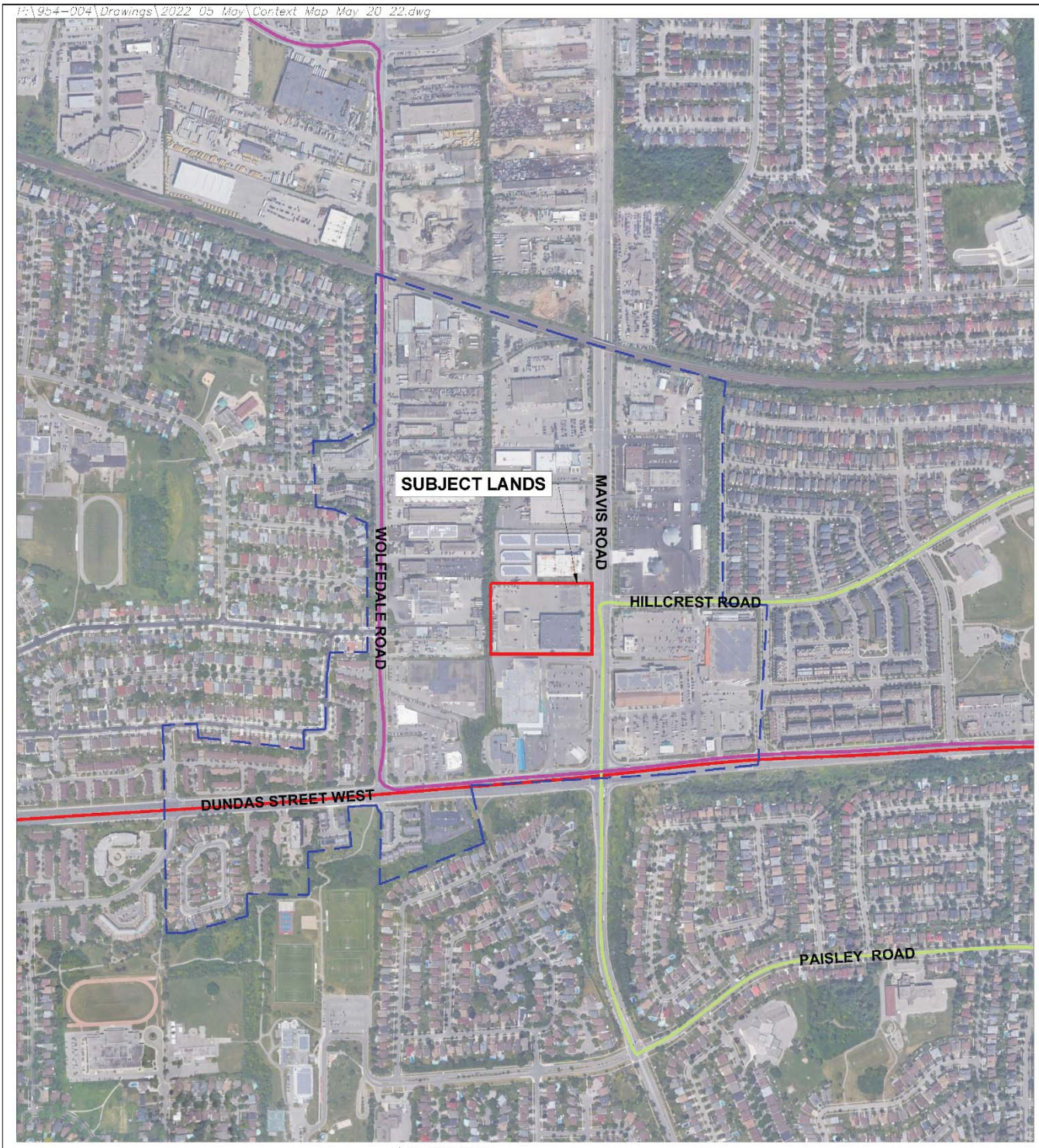
I:\954-004\Drawings\2022_05_May\Context_Map_May_20_22.dwg



Context Map

3092 MAVIS ROAD,
PART OF LOT 21 CONCESSION 1,
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL

LEGEND

- Subject Lands
- Wolfedale MTSA Boundary
- Miway Route 1
- Miway Route 4
- Miway Route 38

Scale: N.T.S.
May 20, 2022

GSAI
Glen Schnarr & Associates Inc.

When considered collectively, the in-effect policy framework identifies the Subject Lands as an appropriate location for compact, mixed use, transit-supportive development to occur. This is strengthened by the Site's location within walking distance of Dundas (a recognized Intensification Corridor), existing street-level transit services operating in the surrounding area and the within walking distance (205 metres) of the Dundas BRT network. The Site is also within walking distance of various services, amenities and facilities to meet daily needs and support Erindale as a complete, healthy community. We note that the local policy framework, including the Dundas Connects Master Plan, identify the Subject Lands as an appropriate and desirable location for higher density, compact, mixed-use, pedestrian-oriented and transit-supportive development to occur.

We have reviewed the draft Mississauga Official Plan Amendment ('draft Amendment'), released May 16, 2022, and offer the following comments.

The draft Amendment identifies the Subject Lands as being located within the Wolfedale Major Transit Station Area ('MTSA'). We understand that in accordance with the Peel Regional Official Plan Amendment, adopted by Regional Council on April 28, 2022 and the draft Mississauga Official Plan Amendment, released April 29, 2022, the Wolfedale MTSA is one of many Protected Major Transit Station Areas ('PMTSAs') identified across the City. Furthermore, as a Site within a PMTSA, the Subject Lands and other lands along the Dundas Street corridor have maximum building height permissions of 3 to 9 storeys. Overall, the draft Amendment directs that the greatest heights are to be directed to specified locations along the Dundas Corridor, in accordance with the City Structure. As a Site within walking distance of a planned Dundas BRT Station, the Subject Lands are an appropriate candidate for higher density, taller development. In our opinion, the permitted building height range should be modified to permit heights of more than 20 storeys given the Site is in proximity to existing and planned transit services and is situated in an area where intensification is to be directed. We believe greater building heights are appropriate and building heights, as currently contemplated, are contrary to Provincial policy direction, in particular Policies 1.1.1.e) and 1.7.1.c) of the Provincial Policy Statement, 2020. Specifically, these policies state:

> *'1.1.1. Healthy, liveable and safe communities are sustained by:*
>
> > *e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;'*
>
> *'1.7.1. Long-term economic prosperity should be supported by:*
>
> > *c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;'*

Furthermore, greater building heights than 9 storeys would facilitate optimal site designs to be accommodated, while upholding the City Structure hierarchy and facilitating contextually appropriate infill development to occur.

The draft Amendment presents a refined City Structure. In particular, certain lands along the Dundas corridor have been removed from Employment Areas and are proposed to be added to the applicable Neighbourhood Character Area. In the case of the Subject Lands, the Site is proposed to be removed from the Dixie-Erindale Employment Area Character Area and instead added to the Erindale Neighbourhood Character Area. We support the removal of the Subject Lands from the Employment Area and its addition to the Erindale Neighbourhood Character Area.

Similarly, the draft Amendment presents refined land use policies. More specifically, the Subject Lands are proposed to be re-designated from 'Mixed Use' to 'Mixed Use Limited'. The draft 'Mixed Use Limited' policies are concerning. More specifically, the draft policies state that sensitive land uses, including residential are not permitted (Policy 11.2.7.1). The draft policies further state that sensitive land uses may be considered without amendment to this Plan if evaluation criteria, including demonstrating land use compatibility, are satisfied (Policy 11.2.7.3). We request that Policy 11.2.7.1 be modified to permit sensitive land uses, including residential, subject to satisfactorily demonstrating that the evaluation criteria of Policy 11.2.7.3 can be achieved. In our opinion, permission for sensitive land uses will enable contextually appropriate infill development to occur and will further implement the development objectives for the Dundas Street corridor as a high-quality, mixed-use corridor with active frontages and high pedestrian activity.

In summary, we are concerned about the proposed Amendment and request that modifications be considered. Thank you for the opportunity to provide these comments. Our Client wishes to be included in the engagement for the Dundas Corridor Policy Implementation initiatives and wishes to be informed of updates and future meetings.

We look forward to being involved. Please feel free to contact the undersigned if there are any questions.

Yours very truly,
GLEN SCHNARR & ASSOCIATES INC.

Jason Afonso, MCIP, RPP
Partner

cc. Owner
Councillor Starr

GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

PARTNERS:
GLEN SCHNARR, MCIP, RPP
GLEN BROLL, MCIP, RPP
COLIN CHUNG, MCIP, RPP
JIM LEVAC, MCIP, RPP

May 27, 2022 GSAI File: 1415-002

(Via Email to: megan.piercey@mississauga.ca)

Chairman and Members of Mississauga
Planning & Development Committee
c/o Megan Piercey, Legislative Coordinator
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

RE: May 30, 2022 PDC Agenda Item 6.7: Dundas Corridor
Policy Implementation Project: Draft Official Plan Amendment.

Glen Schnarr & Associates Inc. ('GSAI') are the planning consultants to SmartCentres Inc, owners of a 3.2-acre plaza site located at 1225 Dundas Street East. On behalf of our client, we recently made another written submission on the proposed Protected MTSA policies that were received by City Council on May 18, 2022, and wherein it has been proposed that in addition to establishing new protected MTSA boundaries, that maximum height thresholds be established for all properties within protected MTSAs. A copy of the May 18th letter is attached.

As indicated on page 3 of the staff report titled "*Dundas Corridor Policy Implementation Project: Draft Official Plan Amendment* , the land use and height recommendations proposed in both this document and the MTSA Study reflect those recommended under the Dundas Connects Master Plan which was initiated in 2016 and approved by Council in 2018, some 4 years ago, notwithstanding the proximity of the Dixie Go Station. Since that time, planned Bus Rapid Transit infrastructure for the Dundas Street Corridor has been made public, which serves to further solidify this area as a major transit corridor.

Our client's concerns regarding the report and draft Official Plan are twofold. Firstly, rather than undertaking a current and more fulsome review of heights, particularly along the Dundas Street Corridor in areas outside of designated Downtown Areas or Community Nodes, the report merely seeks to implement the recommendations of a now dated land use study, namely the Dundas Connects Master Plan. In the case of Dundas Street East, the goal of the City is to plan for the revitalization of this corridor, which has historically been known for strip plazas, fast food restaurants, auto dealerships, motels and furniture stores. In order to create transit supportive mixed-use redevelopment to support a future planned BRT line, the City should look to capitalize on opportunities to bring in uses to support this vision by permitting greater heights and densities befitting of a transit corridor. Like the City of Toronto which designated these types of areas as "Avenues" under their Official Plan, the City of Mississauga has similarly chosen to prohibit "tall buildings" within BRT corridors like Dundas Street and Lakeshore Road and only permit these types of uses in the City Centre, other designated downtown areas and Community Nodes with defined boundaries. A "tall building" as defined in Mississauga's Official Plan is a building having a height that does not exceed the width of the right-of-way it fronts upon. Buildings that

10 KINGSBRIDGE GARDEN CIRCLE
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are less than the height of the right-of-way are deemed "mid-rise buildings" and are more appropriately located along designated corridors.

With the exception of the historic Erindale community, the designated right-of way width for Dundas Street across Mississauga in the Official Plan is 42 metres. Where midrise mixed-use redevelopment is encouraged under the Dundas Connects Master Plan, height limits inexplicably top out at either 9 storeys or 12 storeys in this stretch of Dundas. In the case of the 1225 Dundas Street East near Dundas/Dixie, the height limit is 9 storeys whereas sites near the Dundas/Hurontario intersection with similar attributes have a limit of 12 storeys. We request at the very least that commonly used midrise guidelines be employed in this instance which would allow for building heights that would be commensurate with the right-of-way width of Dundas Street so that future redevelopment sites across the entire Dundas Street corridor be treated equally.

Secondly, as shown below, the nearest point of the property at 1225 Dundas Street East has a direct distance of approximately 530 m to the nearest point of the Dixie GO Station. Page 5 of the staff report speaks to the need to "Define the Dixie-Dundas Community Node".



There are many Community Nodes across the City of Mississauga that are either GO Transit Based of Mall-Based. Many of the common attributes we see across these nodes are concentrations of medium and high density uses and larger scale retail facilities. In addition to being withing 530 m from a GO Station, the subject lands are within an area of surrounding medium and high density uses and district level commercial uses. Notwithstanding the site's direct proximity to these higher density sites, the subject lands and the proposed protected MTSA within which they sit are not being recommended by staff for inclusion within the new Dixie-Dundas Community Node. In our opinion, the treatment of this stretch of Dundas Street is not consistent with the criteria used historically to define other existing Community Nodes in Mississauga and is not in conformity with the Provincial Growth Plan which seeks to promote higher densities within 800 metres of major transit facilities.

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While both the MTSA height policies and Dundas Corridor Implementation policies are still under review and in draft form, we believe that the subject lands are worthy of a greater scale of intensification than what is being recommended based on the reasons noted above. Now is the time to re-examine and fine tune the good work that staff have completed over a lengthy period of time. We appreciate the opportunity to participate and provide input into this important policy initiative and trust that our position will be given your consideration.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.

Jim Levac, MCIP, RPP
Partner

Copy: Allan Scully/Daniel Orellana, SmartCentres Inc.
Andrew Whittemore/Jason Bevan, Planning and Building Department

GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

PARTNERS:
GLEN SCHNARR, MCIP, RPP
GLEN BROLL, MCIP, RPP
COLIN CHUNG, MCIP, RPP
JIM LEVAC, MCIP, RPP

May 30, 2022 GSAI File: 1486-001

(Via Email)
Chairman and Members of Planning & Development Committee
c/o Megan Piercey, Legislative Coordinator
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

RE: Dundas Corridor Policy Implementation Review
Virtue Acquisitions Inc.
1995 Dundas Street East and 3040 Universal Drive, City of Mississauga

Glen Schnarr & Associates Inc. (GSAI) are the planning consultants to Virtue Acquisitions Inc. (our 'Client') who are the contractual Owner of the lands municipally known as 1995 Dundas Street East and 3040 Universal Drive, in the City of Mississauga (the 'Subject Lands' or 'Site'). Our Client has entered into a binding Purchase and Sale Agreement with the current Owner of the Site (the 'Vendor'). The Vendor has authorized our firm to submit planning commentary. On behalf of our Client, we are pleased to provide this Comment Letter in relation to the ongoing Dundas Corridor Policy Implementation initiative ('Initiative').

GSAI has been participating in the Initiative, as well as the concurrent City of Mississauga Official Plan Review, the City's Major Transit Station Area ('MTSA') Study and the Region of Peel Municipal Comprehensive Review (referred to as 'Peel 2051+') initiatives. We understand that when complete, the Dundas Corridor Policy Implementation initiative will culminate in an Official Plan Amendment (;OPA') that will modify policy permissions for lands along the Dundas Street corridor, including the Subject Lands.

As demonstrated on the Context Map on the next page, the Subject Lands are located on the north side of Dundas Street East, west of Universal Drive. Based on the in-effect planning policy framework, the Site is designated 'Mixed Use' (in accordance with Schedule 10, Land Use Designations, Mississauga Official Plan) and is located within Dixie Employment Area Character Area (Schedule 9, Character Areas, Mississauga Official Plan). It is also located within an area identified for higher density, compact, mixed-use, transit-supportive development (in accordance with the Dundas Connects Master Plan), is in front of and within walking distance of the planned and funded Dundas Bus Rapid Transit ('BRT') network and within the Wharton Major Transit Station Area (in accordance with the draft Peel Regional Official Plan Amendment, adopted by Regional Council on April 28, 2022),

10 KINGSBRIDGE GARDEN CIRCLE
SUITE 700
MISSISSAUGA, ONTARIO
L5R 3K6
TEL (905) 568-8888
FAX (905) 568-8894
www.gsai.ca

GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

P:\1486-001\4. Drawings\2022 05 May\Context Plan May 27 22.dwg



CONTEXT MAP

1995 DUNDAS STREET EAST & 3040 UNIVERSAL DRIVE,
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL

LEGEND

- Subject Lands
- Wharton MTSA Boundary
- MiWay Route 1 (Dundas)

Scale: N.T.S.
May 27, 2022

GSAI
Glen Schnarr & Associates Inc.

When considered collectively, the in-effect policy framework identifies the Subject Lands as an appropriate location for compact, mixed use, transit-supportive development to occur. This is strengthened by the Site's location along Dundas (a recognized Intensification Corridor) and within walking distance of existing street-level transit services operating in the surrounding area. The Site is also within walking distance of various services, amenities and facilities to meet daily needs and support Dixie as a complete, healthy community. We note that the local policy framework, including the Dundas Connects Master Plan, identify the Subject Lands as an appropriate and desirable location for higher density, compact, mixed-use, pedestrian-oriented and transit-supportive development to occur.

We have reviewed the draft Mississauga Official Plan Amendment ('draft Amendment'), released May 16, 2022, and offer the following comments.

The draft Amendment identifies the Subject Lands as being located within the Wharton Major Transit Station Area ('MTSA'). We understand that in accordance with the Peel Regional Official Plan Amendment, adopted by Regional Council on April 28, 2022 and the draft Mississauga Official Plan Amendment, released April 29, 2022, the Wharton MTSA is one of many Protected Major Transit Station Areas ('PMTSAs') identified across the City. Furthermore, as a Site within a PMTSA, the Subject Lands and other lands along the Dundas Street corridor have maximum building height permissions of 3 to 12 storeys. Overall, the draft Amendment directs that the greatest heights are to be directed to specified locations along the Dundas Corridor, in accordance with the City Structure. As a Site within walking distance of a planned Dundas BRT Station, the Subject Lands are an appropriate candidate for higher density, mixed-use, taller development. In our opinion, the permitted building height range is appropriate given the Site is in proximity to existing and planned transit services and is situated in an area where intensification is to be directed. Furthermore, the proposed building height permissions will enable optimal site designs to be accommodated, while upholding the City Structure hierarchy and facilitating contextually appropriate infill development to occur.

The draft Amendment presents a refined City Structure. In particular, certain lands along the Dundas corridor have been removed from Employment Areas and are proposed to be added to the applicable Neighbourhood Character Area. In the case of the Subject Lands, the Site is proposed to be removed from the Dixie Employment Area Character Area and instead added to the Applewood Neighbourhood Character Area. We support the removal of the Subject Lands from the Employment Area and its addition to the Applewood Neighbourhood Character Area.

Similarly, the draft Amendment presents refined land use policies. More specifically, the Subject Lands are proposed to be re-designated from 'Mixed Use' to 'Mixed Use Limited'. The draft 'Mixed Use Limited' policies are concerning. More specifically, the draft policies state that sensitive land uses, including residential are not permitted (Policy 11.2.7.1). The draft policies further state that sensitive land uses may be considered without amendment to this Plan if evaluation criteria, including demonstrating land use compatibility, are satisfied (Policy 11.2.7.3). We request that Policy 11.2.7.1 be

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URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

modified to permit sensitive land uses, including residential, subject to satisfactorily demonstrating that the evaluation criteria outlined in Policy 11.2.7.3 can be achieved. In our opinion, permission for sensitive land uses will enable contextually appropriate infill development to occur and will further implement the development objectives for the Dundas Street corridor as a high-quality, mixed-use corridor with active frontages and high pedestrian activity.

In summary, we are concerned about the proposed Amendment and request that modifications be considered. Thank you for the opportunity to provide these comments. Our Client wishes to be included in the engagement for the Dundas Corridor Policy Implementation initiatives and wishes to be informed of updates and future meetings.

We look forward to being involved. Please feel free to contact the undersigned if there are any questions.

Yours very truly,
GLEN SCHNARR & ASSOCIATES INC.

Stephanie Matveeva, MCIP, RPP
Associate

cc. Owner
Councillor Fonseca

Larendale
GROUP OF COMPANIES

Commercial & Residential Land Developers

May 27, 2022

Bashar Al-Hussaini
City Planner Bashar
905-615-3200 ext. #5177
300 City Centre Drive, 6th floor,
Mississauga ON L5B 3C1

Planning and Development Committee
300 City Centre Drive, 2nd floor,
Mississauga ON L5B 3C1

Via Email: application.info@mississauga.ca; deputations.presentations@mississauga.ca;
Bashar.Al-Hussaini@mississauga.ca

Re: 734 Dundas Street East, 1770 Dundas Street East, 2110 Dundas Street East, 2273 Dundas Street West

We are writing on behalf of ESDEB Construction and N. Turk Investments Limited the owners of approximately 4.96 hectares (12.28 acres) of land representing a total of 330.87 metres of frontage collectively on Dundas Street; located within the Dundas Corridor Policy Area; with the municipal addresses of 734 Dundas Street East, 1770 Dundas Street East, 2110 Dundas Street East and 2273 Dundas Street West (the properties). Attachments 1 through 4 are surveys of the respective properties and Attachment 5 is an air photo illustrating the location of each property as it relates to each of the Dundas Corridor focus areas.

After careful review and Participation when possible since 2018 of the Dundas Connects Master Plan, we are writing to ask that the subject properties be amended during the Official Plan Dundas Corridor Policy Implementation to Mixed Use (Residential/Commercial) with no height limit.

From Attachment 5, you can see 734 Dundas Street East which has 56.06 metres of frontage on Dundas is located immediately within the Regional Urban Area as shown on Attachment 6, and within the CAWTHRA Focus Area, with the official plan land use designation of Mixed Use: general commercial and existing height of 2 to 12 Storeys. The property is ideally suited for development for commercial and residential purposes, while maintaining its employment use.

1770 Dundas Street East which has 45.52 metres of frontage on Dundas is located immediately within the Regional Urban Area as shown on Attachment 6, and in between the DIXIE FOCUS AREA on the south side and one lot west of the Hydro Corridor that abuts the ETOBICOKE CREEK FOCUS AREA. It is currently designated Mixed Use, Retail, Service, Commercial with a height limit of 4 stories. This property

Larendale
GROUP OF COMPANIES

Commercial & Residential Land Developers

located within the Dixie Employment Area Character Node. The property is ideally suited for development for commercial and residential purposes, while maintaining its commercial/employment use. We are writing to request that it be included in the Etobicoke Creek Focus Area and the use be changed to Mixed Use Residential Commercial with a minimum 2 Story height.

2110 Dundas Street East is located immediately within the Regional Urban Area as shown on Attachment 6, and within the ETOBICOKE CREEK. It is currently General Commercial with the existing use of Retail. The property is ideally suited for development for commercial and residential purposes, while maintaining its commercial/employment use.

2273 Dundas Street West, which has 188.76 meters of frontage on the North side of Dundas is located immediately within the Regional Urban Area as shown on Attachment 6, and one lot west from the ERIN MILLS FOCUS AREA. Since it is designated by the region as a 'PMTSA', changing the use of this property to Mixed Use (Residential/Commercial) with unlimited height restrictions will help the municipality and the Region achieve its Growth vision for 2041. The property is ideally suited for development for commercial and residential purposes, while maintaining its commercial/employment use.

We have also reviewed the 2041 Peel Region Draft Growth Scenario and Land Budget Report. While this Report does not make any specific recommendations with respect to the Dundas Corridor Focus Areas, it does identify portions of Dundas Street in Mississauga as Primary Major Transit Station Areas (PMTSA). Where these areas are identified all 4 of the properties are located within the boundaries of these limits as shown in Attachment 6. The regional Growth Scenario states *"Areas on the periphery for inclusion such as existing medium-high density uses, community facilities, and under-utilized sites [such as the properties;] ···place to support The Amendment proposes a policy framework that will direct growth to Primary and Secondary Major Transit Station Areas in Peel and protect Planned Transit Station-Areas for future transit-oriented development. ..transit supportive built forms and higher density-built forms, require additional land use considerations and infrastructure investment to meet···the Major Transit Station Areas policy requirements*." Our client is agreeing with the Region whereby additional land use considerations should be made to support higher forms of density along the corridor area.

Due to the planned urban structure of centres and corridors that provide a focus for intensification, mixed use development and live/work opportunities these properties located on a regional corridor, and is ideally suited for intensification, Transit supportive and pedestrian oriented new, complete communities

These properties provide a logical extension to the urban area in Mississauga through the opportunity to be designated as Mixed Used (residential/commercial) with a minimum height of 2. Through the creation of live/work communities this will reduce the traffic congestion as well as the impact on the environment and help the region and province achieve its Growth Objectives though housing.

Larendale
GROUP OF COMPANIES

Commercial & Residential Land Developers

The inclusion of the property within the urban boundary will not negatively impact any environmentally sensitive lands including those near the Etobicoke Creek Area.

Our objective is to protect the existing Job creation to match labour force growth that requires the identification and protection of employment lands while creating more housing by redesignating the properties Mixed Use (Residential/Commercial)

We would like to identify several properties along the Dundas Corridor area which proved a successful official plan amendment for Mixed Use, providing Mississauga residents with exceptional live/work communities.

92 PARK ST E, 42 STOREYS, MIXED USE
19 ANN ST, 22 STOREYS MIXED USE
255 DUNDAS ST W 14 STOREYS, MIXED USE

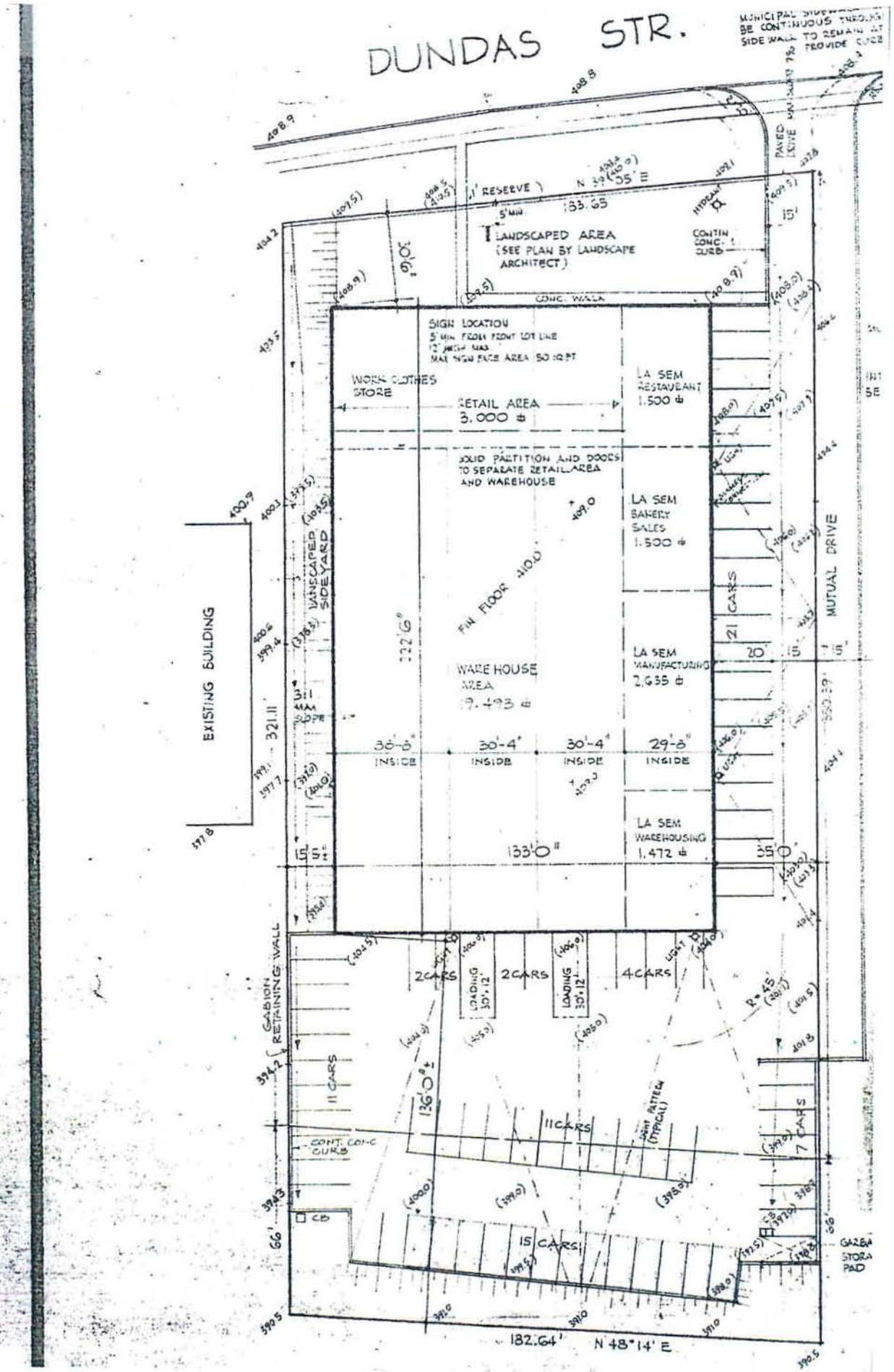
We would like to provide Housing diversity and affordable housing to offer regional/municipal residents housing choices and for attracting a more diverse and skilled labour force with in the live/work area. It is proposed that the properties include a range of unit sizes, which will include rental housing, seniors housing, the missing middle and affordable family sized units. The location is appropriate for such a range of uses, and the property would be able to enhance the housing diversity in the Region and Municipality while maintaining existing the labour force and employment lands. On behalf of the landowners, we would ask that you consider this submission as part of your review of the Dundas Corridor Policy Implementation Draft Municipal Official Plan Amendment Implementation Policy. We look forward to being involved in this process. If necessary, please contact the undersigned at any time to discuss matters related to the inclusion of this property within the municipal urban area.

Yours truly,

Larendale Group Inc

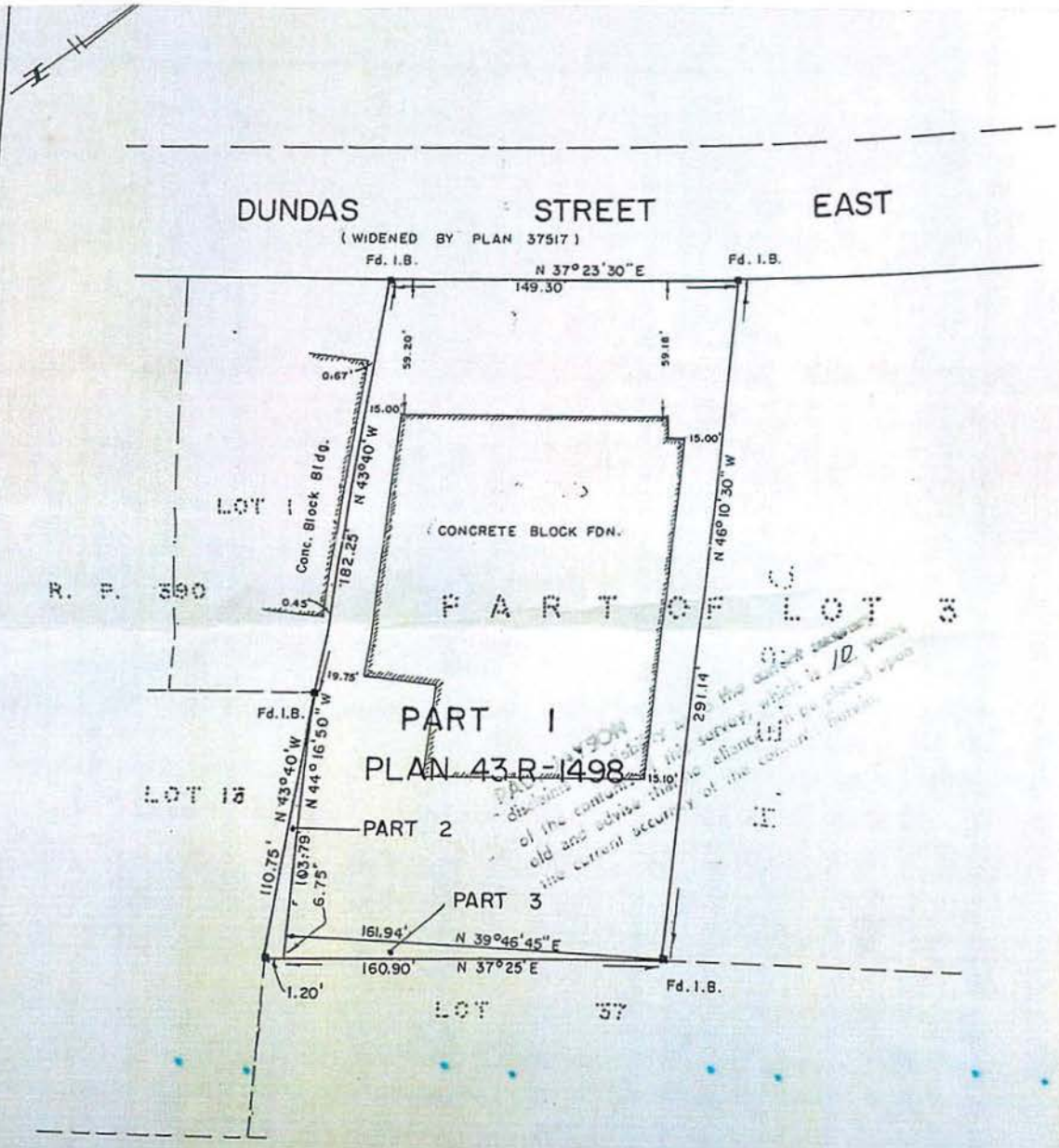
c.c. Mr. Jonah Turk, Mr. Robert Turk, Mr. Larry Turk, Mr. Jonah S. Turk; ESDEB CONSTRUCTION and N. Turk Investments.

734 DUNDAS ST EAST, MISSISSAUGA



PLAN SHOWING
PART OF LOT 3, CONCESSION I, S.D.S.
TOWN OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL
Scale : 1" = 50'

1770 DUNDAS ST EAST, MISSISSAUGA

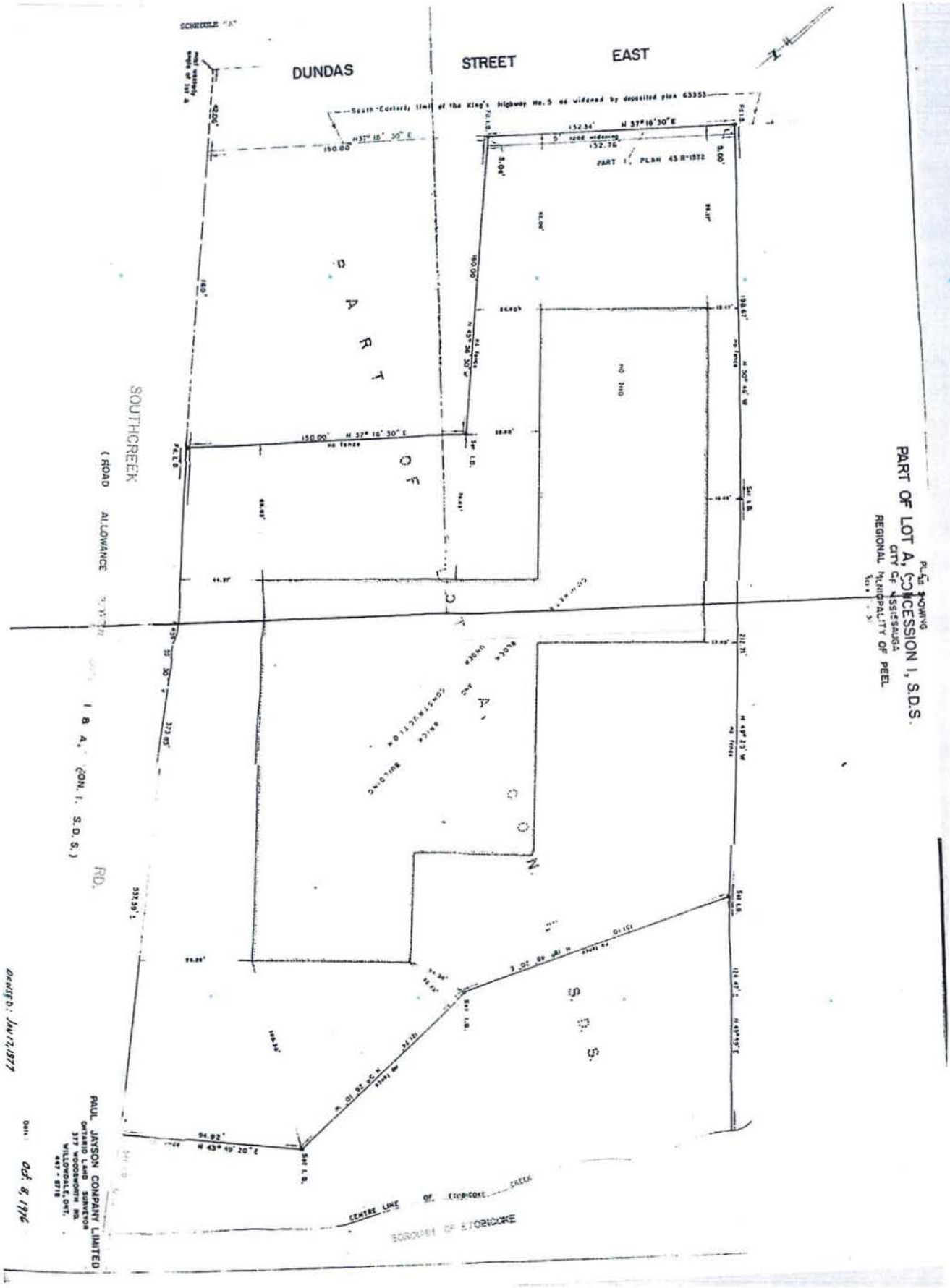


PAUL JAYSON COMPANY LIMITED
ONTARIO LAND SURVEYOR
377 WOODSWORTH RD.
WILLOWDALE, ONT.
447-8718

Paul Jayson
PAUL JAYSON, O.L.S.

Date June 7, 1976

2110 DUNDAS ST, EAST MISSISSAUGA



2273 DUNDAS ST WEST, MISSISSAUGA

oad, Franze Drive, Constitution Boulevard, l.

ands designated institutional generally , post-secondary education facilities, and llings associated with these uses. Within this designation is only present on the oronto Mississauga lands.

designated Utility permit a number of -related uses that are permitted under s (with the exception of Greenlands and Vest), including but not limited to natural elines, telecommunication facilities, and community infrastructure. This designation is generally not present within the study area, with the most significant exceptions being lands fronting onto the north side of Dundas Street between Hurontario Street and Jaguar Valley Drive, and the hydro corridor that crosses Dundas Street between Treadwells Drive and Wharton Way.

- **Public Open Space** – Lands that feature this designation permit a number of open space uses, including city parks and trails, public golf courses, private parks, urban agriculture, conservation uses, nursery gardens, recreational facilities, stormwater retention and quality ponds, City parks and trails, public golf courses, public cemeteries, and accessory uses. Public Open Spaces are present along the corridor but generally do not front Dundas Street, with the exception of some lands between Cawthra Road and Haines Road, Clayhill Road and Parkerhill Road, and Glengarry Road and Mavis Road.

- **Private Open Space** – Lands with this designation permit a more limited list of open space uses, including private cemeteries, conservation uses, private golf courses, private parks, urban agriculture, and accessory uses. As with Public Open Spaces, Private Open Spaces are present along the corridor but generally do not front Dundas Street, with the exception of some lands

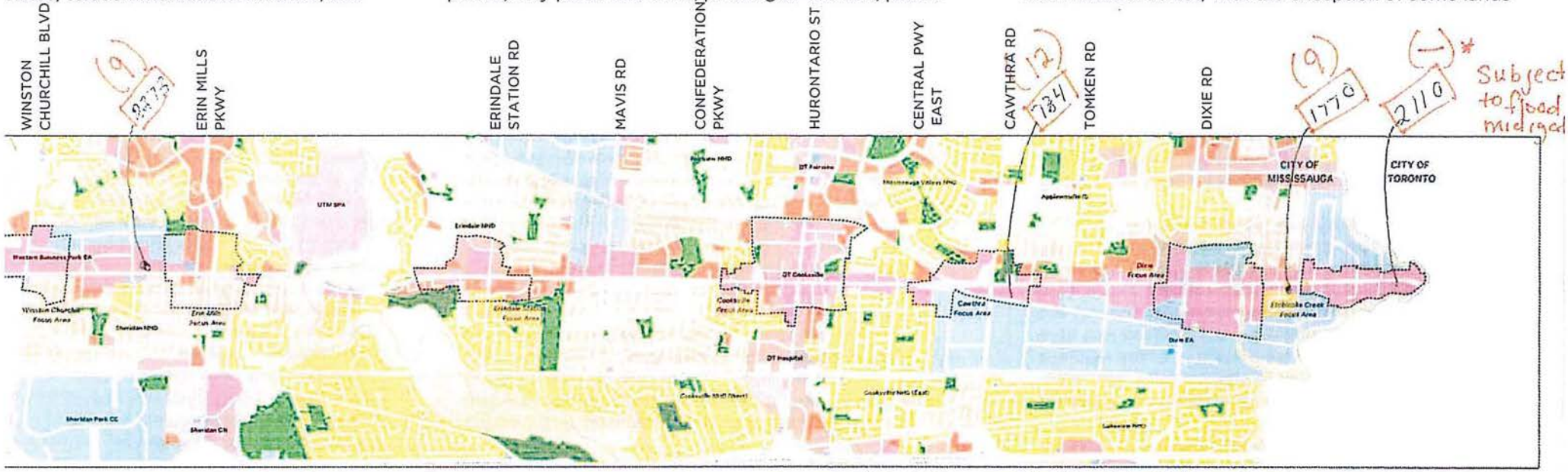


Figure 2-1: Part of Mississauga Official Plan Schedule 10: Land Use Designations (2016 Consolidation)

v Density I
v Density II
dium Density
h Density
ommercial

Motor Vehicle Commercial
Office
Business Employment
Institutional
Public Open Space
Private Open Space

Greenlands
Parkway Belt West
Utility
Focus Area Boundary
Natural Hazard
Official Plan Character Area

5.7

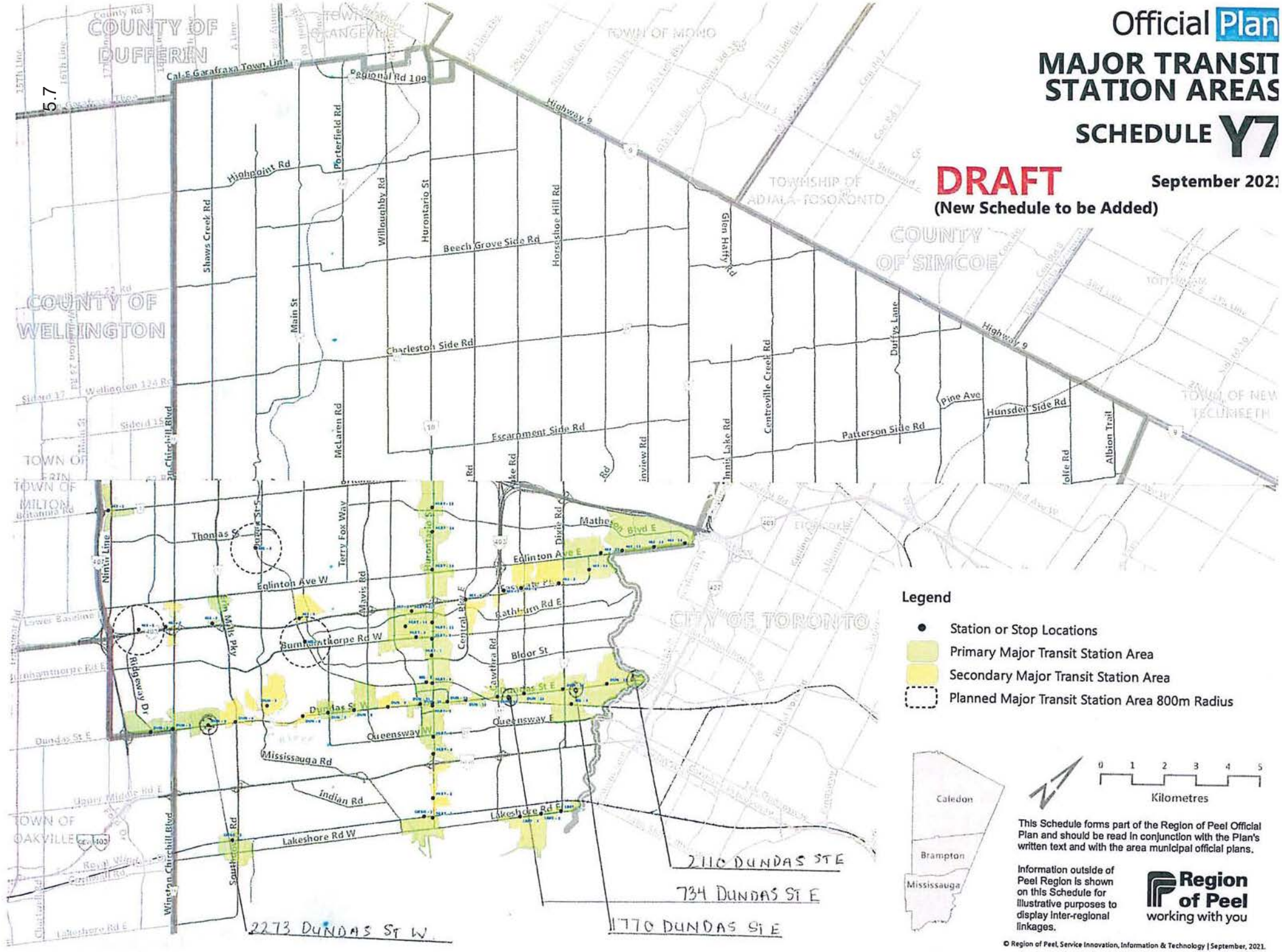
Official Plan

MAJOR TRANSIT STATION AREAS

SCHEDULE Y7

DRAFT September 2021

(New Schedule to be Added)



Legend

- Station or Stop Locations
- Primary Major Transit Station Area
- Secondary Major Transit Station Area
- Planned Major Transit Station Area 800m Radius

0 1 2 3 4 5 Kilometres

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

Region of Peel working with you

© Region of Peel, Service Innovation, Information & Technology | September, 2021.

K:\ROP Consolidations\Peel 2041+\Draft Schedules

MISSISSAUGA MUSLIM COMMUNITY CENTRE
2505 Dixie Road, Mississauga, ON L4Y 2A1
(905) 270 - 4900 info@mmcc-canada.org

May 26, 2022

Your Worship Mayor Bonnie Crombie and City Councilors,
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

PROPOSED MAJOR TRANSIT AREA AND DUNDAS CORRIDOR OFFICIAL PLAN AMENDMENTS TO IMPLEMENT THE PROVINCIAL A PLACE TO GROW PLAN, NEW REGION OF PEEL OFFICIAL PLAN AND THE DUNDAS CONNECTS MASTER PLAN

We own **2505 Dixie Road, Mississauga** (herein the "property") which fronts onto the east side of Dixie Road and is located directly to the south-east of the Blundell Road intersection. Our property is further surrounded by Dixe Go (Metrolinx) lands to the north, east and south sides.

We request Your Worship, City Councillors and Planning and Development Committee to direct the City of Mississauga land use planning staff to make the following changes to their draft Official Plan Amendments to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan adopted April 28th, 2022 and the City's own Dundas Connects Masterplan:

Employment Zone:

The City of Mississauga "Map 17-4 Dixie Employment Area" and map "Schedule 9 Character Areas" as proposed in City Staff's draft official plan amendments must be consistent with the enclosed "Employment Areas Schedule E-4" of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states:

> "*5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4."*

Height, Density, and our Right of Appeal:

- The Provincial A Place to Grow Plan Section 2.2.4.3.b. prescribes the following minimum development density for our property, which is further supported by the new Region of Peel Official Plan:

> *"3. Major transit station areas on priority transit corridors or subway lines will be planned for a* ***minimum density target*** *of:*
> *b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or"*

- On May 9th, 2022, during a Public Meeting for the Major Transit Station Area Official Plan Amendment, Councillor Parrish had rightfully questioned City Staff on the necessity of maximum heights as proposed in their draft official plan amendment, as well as the rights of landowners to appeal. The following was said:

> *Councillor Carolyn Parrish*
> *Yes, thank you very much for your presentation. I read this all very carefully, and the map, the reason I'm looking at Cooksville isn't because I'm the Councillor there it's because I'm a resident there, and I, I first of all was also Chair of the Planning and Growth Committee at the Region (of Peel), and at no point did we talk about heights? Is this a unique preoccupation with Mississauga or is this something we were instructed to look at?*

MISSISSAUGA MUSLIM COMMUNITY CENTRE
2505 Dixie Road, Mississauga, ON L4Y 2A1
(905) 270 - 4900 info@mmcc-canada.org

Bashar Al-Hussaini, City Planner and Project Lead

So in order for MTSAs to be protected MTSAs which would basically mean enable inclusionary zoning among other things and protect policies from appeal, we would need to define heights, minimum and maximum heights. ***Those heights are also currently being used to guide densities within the MTSAs.*** *In terms of requirements for heights, we have proposed this approach because we felt that the FSI approach in terms of build-form is potentially not the best route to take, and that height requirements would be more sort of prescriptive.*

Councillor Carolyn Parrish

So, what I'm hearing from you was this was a decision, internal decision, to look at heights rather than FSI?

Bashar Al-Hussaini, City Planner and Project Lead

Correct…

Councillor Carolyn Parrish

So, if the world is going to tall towers, tall point towers. We're going to stick with little block buildings if we have to?

Bashar Al-Hussaini, City Planner and Project Lead

So in terms of meeting the minimum density targets, umm...

Councillor Carolyn Parrish

I get all of that. I lived in the Region – I'm telling you. ***So, you're telling me that this is a decision made locally, and once it's made, if it goes into our MTSA (Major Transit Station Area Official Plan Amendment), its not appealable and there is no negotiations?***

Bashar Al-Hussaini, City Planner and Project Lead

If it's approved, correct.

- City Staff's decision of using maximum heights to "***guide density***" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits filing applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments.
- The ability of the City to freeze the rights of our property was to protect the above cited minimum development densities from appeal, and not to impose a maximum development density, which City Staff are now proposing indirectly through maximum building height limits.
- **Accordingly, we ask that your Worship and City Councillors direct City Staff to remove the proposed maximum limit on building height for our property as proposed on draft map Protected Major Transit Station Area Schedule 11: Protected Major Transit Station Area.**
- It is important to note existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit Station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate for a property such as ours located directly adjacent to the Dixie Go Station and in close proximity to the upcoming Dixie Dundas Bus Rapid Transit Station.

Ahmed Group's Nearby Development Project at 1000 & 1024 Dundas Street East, Mississauga:

- Ahmed Group has informed us of their proposed mixed-use purpose-built rental apartment development project at 1000 & 1024 Dundas Street East, Mississauga, as shown on enclosed plans marked as Schedule B.
- We support Ahmed Group's project for their property, specifically the proposed land uses, development density and building heights.
- We ask that your Worship and City Councillors direct City Staff to meaningfully engage in discussions with Ahmed Group and expedite the review of their project.

MISSISSAUGA MUSLIM COMMUNITY CENTRE
2505 Dixie Road, Mississauga, ON L4Y 2A1
(905) 270 - 4900 info@mmcc-canada.org

We would like to thank Your Worship Mayor Bonnie Crombie, City Councillors, the City of Mississauga Planning and Development Committee, and the City of Mississauga land use planning staff for making the changes that we have requested to the draft Major Transit Station Area Official Plan Amendment and the draft Dundas Corridor Official Plan Amendment, to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City's own Dundas Connects Masterplan.

Yours Sincerely,

MISSISSAUGA MUSLIM COMMUNITY CENTER

Per: 

Mr. Kamran Rashid, President

c.c:

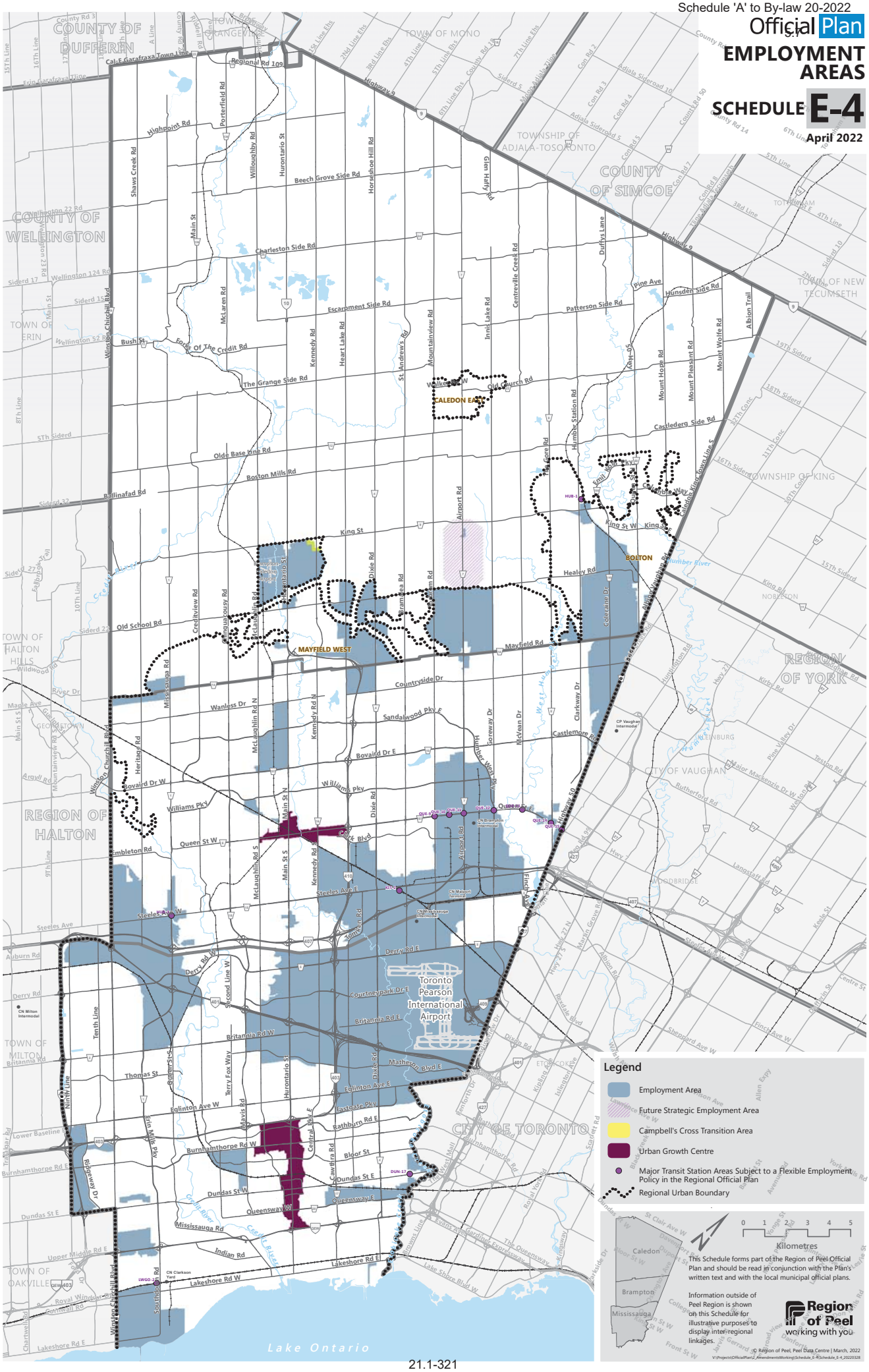
1. Your Worship Mayor Bonnie Crombie - mayor@mississauga.ca
2. Ward 1 - Councillor Stephen Dasko - stephen.dasko@mississauga.ca
3. Ward 2 - Councillor Pat Mullin - pat.mullin@mississauga.ca
4. Ward 3 – Councillor Chris Fonseca - chris.fonseca@mississauga.ca
5. Ward 4 – Councillor John Kovac - john.kovac@mississauga.ca
6. Ward 5 – Councillor Carolyn Parrish - carolyn.parrish@mississauga.ca
7. Ward 6 – Councillor Ron Starr - ron.starr@mississauga.ca
8. Ward 7 – Councillor Dipika Damerla - dipika.damerla@mississauga.ca
9. Ward 8 – Councillor Matt Mahoney - matt.mahoney@mississauga.ca
10. Ward 9 – Councillor Pat Saito - pat.saito@mississauga.ca
11. Ward 10 – Councillor Sue McFadden - sue.mcfadden@mississauga.ca
12. Ward 11 – Councillor George Carlson - george.carlson@mississauga.ca
13. Commissioner Planning and Building – Andrew Whittemore – andrew.whittemore@mississauga.ca
14. City Clerk and Director, Legislative Services – Diana Rusnov – diana.rusnov@mississauga.ca
15. Moe Ahmed, President and CEO, Ahmed Group – m@ahmed.group
16. Timothy Harris, COO, Ahmed Group – timothy@ahmed.group
17. Jose Garreton, Senior Project Manager, Ahmed Group – jose@ahmed.group
18. Peter Gross, Partner, Gowling WLG – peter.gross@gowlingwlg.com
19. Brian Parker, Senior Land Planner, Gowling WLG – brian.parker@gowlingwlg.com
20. John Lohmus, Senior Land Planner, Plan Logic Consulting – johnlohmus@outlook.com

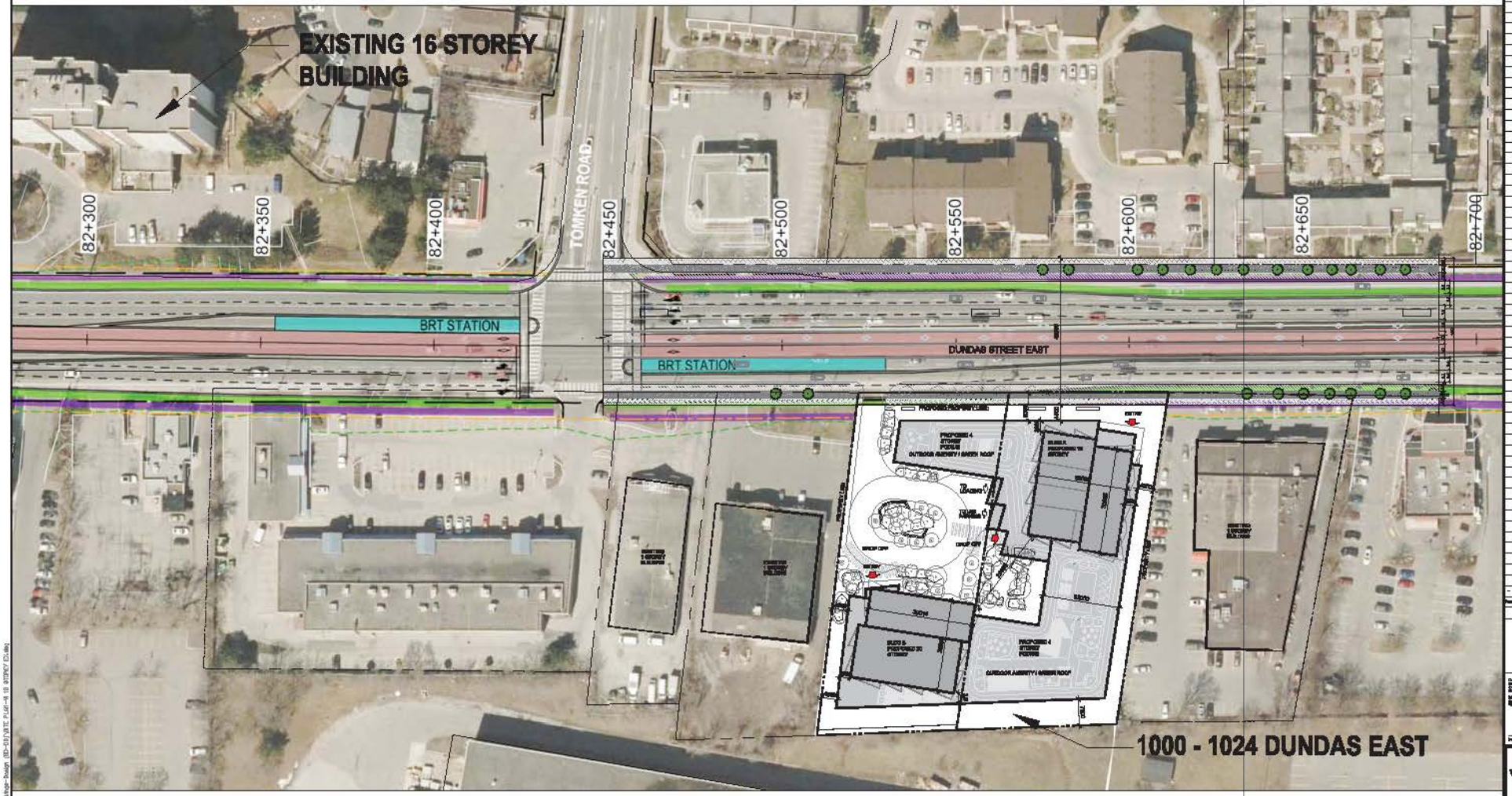
Official Plan

EMPLOYMENT AREAS

SCHEDULE E-4

April 2022





LEGEND

- PROPOSED BRT LANE
- PROPOSED BRT STATION
- EXISTING ROW
- MISSISSAUGA OP 42m ROW
- PROPOSED SIDEWALK
- PROPOSED CYCLE TRACK
- PROPOSED MUP
- APPROXIMATE GRADING LIMITS
- PROPOSED RETAINING WALL

Key Plan

WZMH ARCHITECTS

1000-1024 DUNDAS
MISSISSAUGA, ONTARIO

SITE PLAN

Scale: 1:400

Project: 07.395.000

Drawing Number: A-102

May 25, 2022

Your Worship Mayor Bonnie Crombie and City Councilors,
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

PROPOSED MAJOR TRANSIT AREA AND DUNDAS COORIDOR OFFICIAL PLAN AMENDMENTS TO IMPLEMENT THE PROVINCIAL A PLACE TO GROW PLAN, NEW REGION OF PEEL OFFICIAL PLAN AND THE DUNDAS CONNECTS MASTER PLAN

We own **1030 Dundas Street East, Mississauga** (herein the "property") which fronts onto the south side of Dundas Street East and is located to the east of the Tomken Road intersection.

We request Your Worship, City Councillors and Planning and Development Committee to direct the City of Mississauga land use planning staff to make the following changes to their draft Official Plan Amendments to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan adopted April 28th, 2022 and the City's own Dundas Connects Masterplan:

Employment Zone:

The City must remove our property from the Dixie Employment Area in accordance with the Provincial A Place To Grow Plan and the new Peel Region Official Plan adopted April 28th, 2022. The City of Mississauga "Map 17-4 Dixie Employment Area" and map "Schedule 9 Character Areas" must be consistent with the enclosed "Employment Areas Schedule E-4" of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states:

> *"5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4."*

Land Use:

On May 9th, 2022, during a Statutory Public Meeting for City Staff's proposed draft Major Transit Station Area Official Plan Amendment, Councillor Carlson had sought the position of City Staff in relation to a deputation made by adjacent landowner's land use planning counsel, Mr. Peter Gross of Gowling WLG representing the Ahmed Group, for the residential mixed-use redevelopment of their lands at 1000 and 1024 Dundas Street East, Mississauga. Commissioner Andrew Whittemore, Planning & Building of City Staff responded that:

> *"Through the chair, thank you for the deputation, obviously staff would be happy to sit down and discuss with you, but I will point out to the committee that this property is directly in proximity to Mother Parkers (Inc.) which is a property that you talked to just last week, so, it's a complex site, and a lot of the* ***complexity*** *of these properties in and around that area will really be fully addressed through the Dundas Connects report which I believe is coming on May 30th, so, we'll have some time to talk about that, but I just wanted to provide the PDC some content."*

We understand that the complexity concerns of City Staff outlined by Commissioner Whittemore relate to Mother Parkers Tea & Coffee Inc. who operates nearby and has lobbied the City against allowing the residential mixed-use redevelopment of our property on the basis of supposed land use compatibility concerns.

Rowan Williams Davies & Irwin Inc., a world renowned international multi-disciplinary engineering firm (herein "RWDI") have completed a Land Use Compatibility Study in accordance with the City of Mississauga Terms of Reference for Ahmed Group's lands and they have concluded that the residential mixed-use re-development of these lands would be compatible with Mother Parkers Tea & Coffee Inc.'s operations (i.e., current, and future potential noise and odours). We believe that there would be identical findings for our property, which would similarly also allow for the future redevelopment of our property for a residential mixed-use building.

Despite Ahmed Group having retained RWDI to complete a Land Use Compatibility Study that has concluded that the residential mixed-use re-development of their lands would be compatible with Mother Parkers Tea & Coffee Inc., City Staff have declined to provide Ahmed Group with a DARC meeting and propose to include both their and our property within the employment zone in the Dundas Corridor Official Plan Amendment, freezing our rights to redevelop our property for residential mixed-use purposes. The decision to freeze our land use due to "***complexity***" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits the filing of applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments

Accordingly we seek the re-designation of our property on proposed draft map "Protected Major Transit Station Area Schedule 11-G" to be changed from "Mixed Use" to "Mixed Use Limited," **similar to other properties along Dundas Street and within Major Transit Station Areas,** allowing for the future redevelopment of our property for a mixed-use building containing residential uses, without the need for an Official Plan Amendment in accordance with the Provincial A Place To Grow Plan and the new Region of Peel Official Plan, as well as the recommendation on page 118 of the City's own Dundas Connects Master Plan which reads as follows:

> *"Lands that are currently designated mixed use along the (Dundas) corridor and near major transit stations should also allow for residential, major office and institutional uses to support the achievement of intensification targets."*

This redesignation of our lands in City Staff's proposed official plan amendments would permit our lands to be truly Mixed Use and allow for a more appropriate transition to existing residential lands across the street from our property.

Height, Density, and our Right of Appeal:

- The Provincial A Place to Grow Plan Section 2.2.4.3.b. prescribes the following minimum development density for our property, which is further supported by the new Region of Peel Official Plan:

  "3. Major transit station areas on priority transit corridors or subway lines will be planned for a ***minimum density target*** *of:*

  b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or"

- On May 9th, 2022, during a Public Meeting for the Major Transit Station Area Official Plan Amendment, Councillor Parrish had rightfully questioned City Staff on the necessity of maximum heights as proposed in the draft official plan amendment, as well as the rights of landowners to appeal. The following was said:

  Councillor Carolyn Parrish

  Yes, thank you very much for your presentation. I read this all very carefully, and the map, the reason I'm looking at Cooksville isn't because I'm the Councillor there it's because I'm a resident there, and I, I first of all was also Chair of the Planning and Growth Committee at the Region (of Peel), and at no point did we talk about heights? Is this a unique preoccupation with Mississauga or is this something we were instructed to look at?

Bashar Al-Hussaini, City Planner and Project Lead

So in order for MTSAs to be protected MTSAs which would basically mean enable inclusionary zoning among other things and protect policies from appeal, we would need to define heights, minimum and maximum heights. ***Those heights are also currently being used to guide densities within the MTSAs.*** *In terms of requirements for heights, we have proposed this approach because we felt that the FSI approach in terms of build-form is potentially not the best route to take, and that height requirements would be more sort of prescriptive.*

Councillor Carolyn Parrish

So, what I'm hearing from you was this was a decision, internal decision, to look at heights rather than FSI?

Bashar Al-Hussaini, City Planner and Project Lead

Correct…

Councillor Carolyn Parrish

So, if the world is going to tall towers, tall point towers. We're going to stick with little block buildings if we have to?

Bashar Al-Hussaini, City Planner and Project Lead

So in terms of meeting the minimum density targets, umm...

Councillor Carolyn Parrish

I get all of that. I lived in the Region – I'm telling you. ***So, you're telling me that this is a decision made locally, and once it's made, if it goes into our MTSA (Major Transit Station Area Official Plan Amendment), its not appealable and there is no negotiations?***

Bashar Al-Hussaini, City Planner and Project Lead

If it's approved, correct.

- City Staff's decision of using maximum heights to "***guide density***" is contradictory to both Provincial and Regional land use policy. This is especially alarming given that the Planning Act specifically prohibits filing applications of appeal of land use policies within Major Transit Station Area Official Plan Amendments.
- The ability of the City to freeze the rights of our property was to protect the above cited minimum development densities from appeal, and not to impose a maximum development density, which City Staff are now proposing indirectly through maximum building height limits.
- Accordingly, we ask that your Worship and City Councillors direct City Staff to remove the proposed maximum limit on building heights for our property as proposed on draft map Protected Major Transit Station Area Schedule 11-G.
- It is important to note existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate for a property such as ours located directly adjacent to the upcoming Tomken Road Bus Rapid Transit Station.

Ahmed Group's Development Project at 1000 & 1024 Dundas Street East, Mississauga:

- Ahmed Group has informed us of their proposed mixed-use purpose-built rental apartment development project at 1000 & 1024 Dundas Street East, Mississauga, as shown on enclosed plans marked as Schedule B.
- We support Ahmed Group's project for their property, specifically the proposed land uses, development density and building heights.

- We ask that your Worship and City Councillors direct City Staff to meaningfully engage in discussions with Ahmed Group and expedite the review of their project.

We would like to thank Your Worship Mayor Bonnie Crombie, City Councillors, the City of Mississauga Planning and Development Committee, and the City of Mississauga land use planning staff for making the changes that we have requested to the draft Major Transit Station Area Official Plan Amendment and the draft Dundas Corridor Official Plan Amendment, to implement the Provincial A Place To Grow Plan, the new Peel Region Official Plan and the City's own Dundas Connects Masterplan.

Yours Sincerely,

TAVORA HOLDING CO. LTD.

Per: _____

Mr. Paulo Tavora, President

c.c:

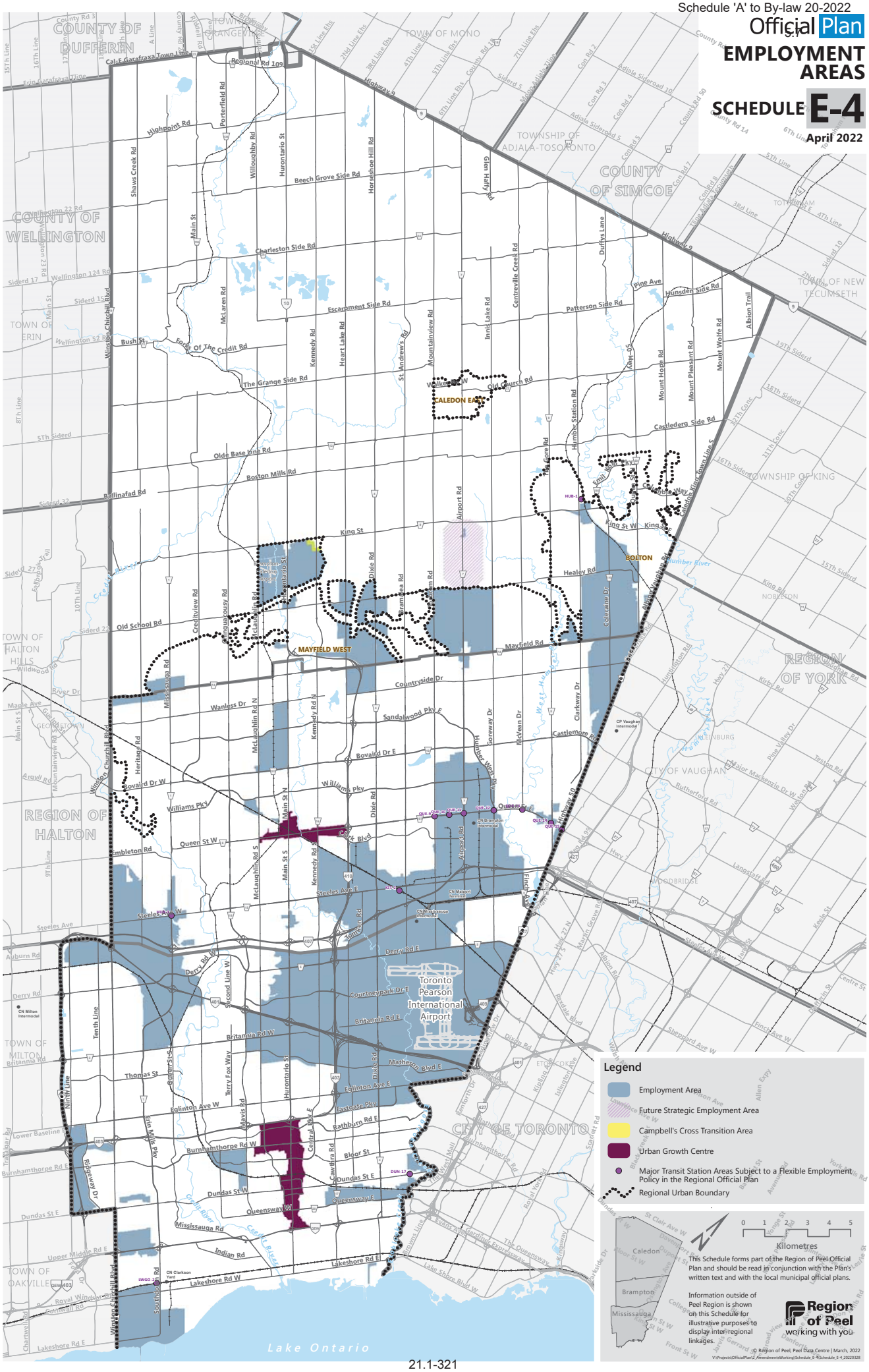
1. Your Worship Mayor Bonnie Crombie - mayor@mississauga.ca
2. Ward 1 - Councillor Stephen Dasko - stephen.dasko@mississauga.ca
3. Ward 2 - Councillor Pat Mullin - pat.mullin@mississauga.ca
4. Ward 3 – Councillor Chris Fonseca - chris.fonseca@mississauga.ca
5. Ward 4 – Councillor John Kovac - john.kovac@mississauga.ca
6. Ward 5 – Councillor Carolyn Parrish - carolyn.parrish@mississauga.ca
7. Ward 6 – Councillor Ron Starr - ron.starr@mississauga.ca
8. Ward 7 – Councillor Dipika Damerla - dipika.damerla@mississauga.ca
9. Ward 8 – Councillor Matt Mahoney - matt.mahoney@mississauga.ca
10. Ward 9 – Councillor Pat Saito - pat.saito@mississauga.ca
11. Ward 10 – Councillor Sue McFadden - sue.mcfadden@mississauga.ca
12. Ward 11 – Councillor George Carlson - george.carlson@mississauga.ca
13. Commissioner Planning and Building – Andrew Whittemore – andrew.whittemore@mississauga.ca
14. City Clerk and Director, Legislative Services – Diana Rusnov – diana.rusnov@mississauga.ca
15. Moe Ahmed, President and CEO, Ahmed Group – m@ahmed.group
16. Timothy Harris, COO, Ahmed Group – timothy@ahmed.group
17. Jose Garreton, Senior Project Manager, Ahmed Group – jose@ahmed.group
18. Peter Gross, Partner, Gowling WLG – peter.gross@gowlingwlg.com
19. Brian Parker, Senior Land Planner, Gowling WLG – brian.parker@gowlingwlg.com
20. John Lohmus, Senior Land Planner, Plan Logic Consulting – johnlohmus@outlook.com

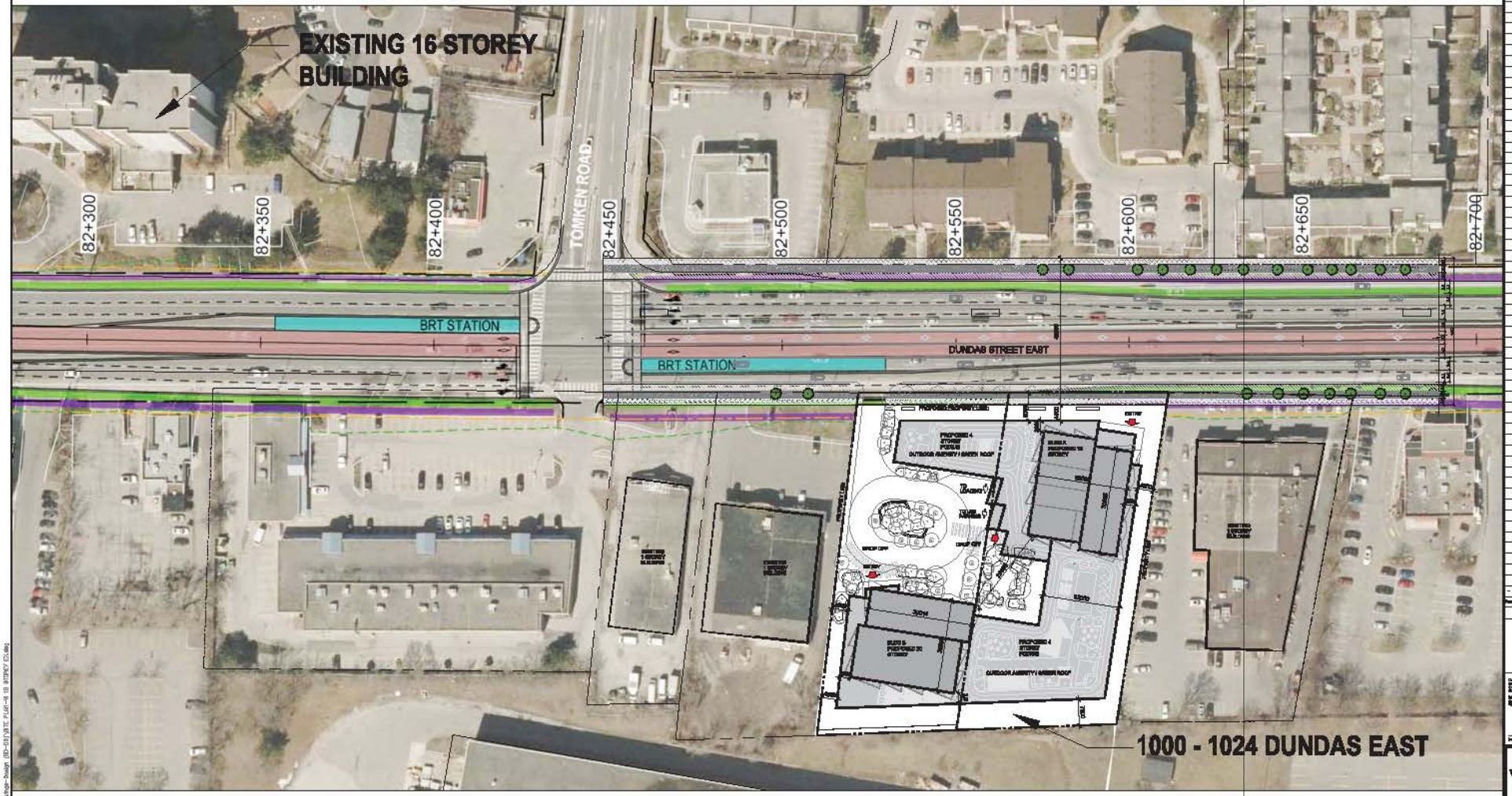
Official Plan

EMPLOYMENT AREAS

SCHEDULE E-4

April 2022





LEGEND

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Key Plan

WZMH ARCHITECTS

1000-1024 DUNDAS
MISSISSAUGA, ONTARIO

SITE PLAN

Scale: 1:400

Project: 07.395.000

Drawing Number: A-102

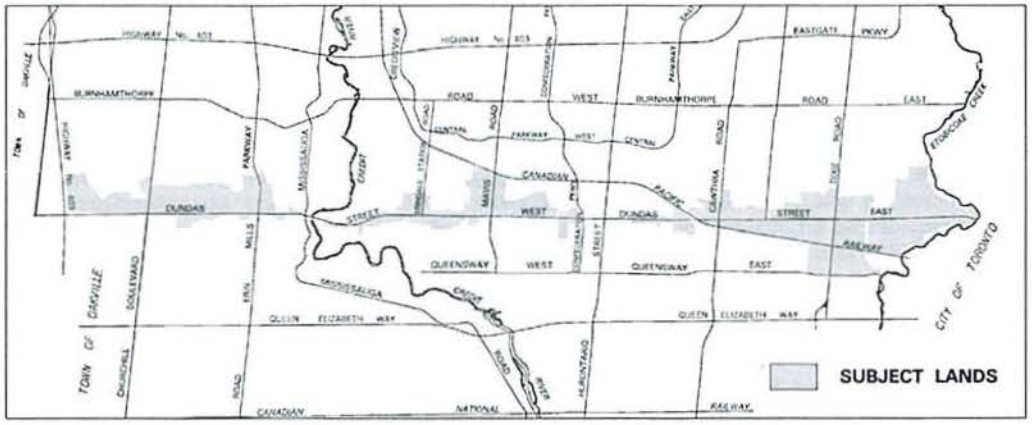
Public Meeting
Planning and Development Committee

MISSISSAUGA

In Person and Virtual Public Meeting

Dundas Corridor Policy Implementation Project
Draft Offical Plan Amendment
(Wards 1-4 & 6-8)
File: CD.04-DUN

Location of the Proposal



City's Proposal:	Meeting Date:	Tuesday, July 5, 2022
To consider changes to the Mississauga Official Plan to implement the recommendations of the Dundas Connects Master Plan. The purpose of this Amendment is to revise official plan policies to include, among other matters, a new vision for Dundas Street andurban design, road and pedestrian connections and other land use and building height policies that provide for transit-supportive development.	Time:	6:00 p.m.
	Meeting Place:	Mississauga Civic Centre Council Chamber, 300 City Centre Drive

Details:
This meeting will be held in person and online. Advance registration is required to make a verbal submission at the meeting virtually. Advance registration is preferred to make a verbal submission at the meeting in person. The proceedings will be streamed live online for the public to view at the following link: http://www.mississauga.ca/portal/cityhall/council-and-committee-videos. If you wish to phone in to listen to the meeting only, please call 905-615-3200, ext. 4915 for instructions.

Options for participating in the meetings are outlined below.

Purpose of Meeting:

- For City staff to present a recommendations report on the additional changes to the Official Plan Amendment and built form standards from the May 9th, 2022 Public Meeting
- For people to ask questions and share their views
- Planning and Development Committee will make a decision on the proposed changes at this meeting

The report will be available on-line one week prior to the meeting at:
http://www.mississauga.ca/portal/cityhall/planninganddevelopment

For detailed information contact:
City Planner Bashar Al-Hussaini at 905-615-3200 ext. #5177 or bashar.al-hussaini@mississauga.ca

If you would like to share your views and/or you wish to be notified of further meetings or be added to the mailing list, please contact the Planning and Building Department by 12:00 p.m. on the day of the meeting:

- by mail to 300 City Centre Drive, 6th floor, Mississauga ON L5B 3C1
- by email to application.info@mississauga.ca
- please include your name, your address, and application number or address of the property you are providing comments on

Written Comments:

In order to be received by Committee at the public meeting, written comments must be received no later than 48 hours prior to the meeting. Submissions are accepted by email at deputations.presentations@mississauga.ca or by mailing the Planning and Development Committee, 300 City Centre Drive, 2nd Floor, Mississauga, ON L5B 3C1. Please include your name, your address, and application number or address of the property you are providing comments on. Written comments received before, during or after a public meeting but before a by-law is passed receive the same consideration as verbal comments made during a public meeting.

How to participate in a public meeting if you wish to make verbal submissions:

Participate Virtually
Advance registration is required to participate and/or make comment in the virtual public meeting. Please email deputations.presentations@mississauga.ca no later than Friday at 4:00 p.m. prior to the meeting date. Any materials you wish to show the Committee during your presentation must be provided as an attachment to the email. Links to cloud services will not be accepted. You will be provided with directions on how to participate from Clerks' staff.

Residents without access to the internet, via computer, smartphone or tablet, can participate and/or make comment in the meeting via telephone. To register, please call Megan Piercey at 905-615-3200 ext. 4915 no later than Friday at 4:00 p.m. prior to the meeting date. You must provide your name, phone number, and application number if you wish to speak to the Committee. You will be provided with directions on how to participate from Clerks' staff.

Participate In Person
To attend in person, advance registration is required as limited seating may be available. Please email deputations.presentations@mississauga.ca no later than Friday at 4:00 p.m. prior to the meeting date.

If you are a landlord, please post a copy of this notice where your tenants can see it. We want to make sure they have a chance to take part.

Background Studies:

Please note that during the Covid-19 shutdown of City facilities, planning documents and background material are only available at: https://yoursay.mississauga.ca/dundas-corridor-policy-implementation.

Once City Hall reopens this information will also be available for inspection through the Planning and Building Department by appointment. Contact the city planner noted above for more information.

Personal Information:

Individuals should be aware that any personal information in their verbal or written communication will become part of the public record, unless the individual expressly requests the City to remove the personal information. Questions about the collection of this information may be directed to application.info@mississauga.ca or in writing to the Planning and Building Department at 300 City Centre Drive, Mississauga ON L5B 3C1.

Information about Appeals:

If a person or public body does not make oral submissions at a public meeting or make written submissions to the City before the by-law is passed, the person or public body is not entitled to appeal the decision of City Council to the Ontario Land Tribunal, or be added as a party to an appeal of the decision to the Tribunal.

The proposed Official Plan amendment will require approval by the City of Mississauga and the Region of Peel. The decision of Mississauga City Council is final if a notice of appeal is not received on or before the last day for filing a notice of appeal.

Date of Notice: June 9, 2022

Appendix 2: Dundas Corridor Policy Implementation – Official Plan Amendment – Response to Comments Summary

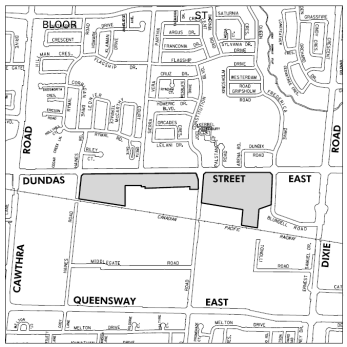
Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
1	Toronto and Region Conservation Authority	(1) Suggest labelling Dixie Road in Map 5-2 Dundas Street Intensification Corridor	(1) Noted	(1) The Map is revised to include the Dixie Road label
		(2) We suggest adding policy in Policy 5.4.16.1 directing that intensification and development on lands within the regulatory storm flood plain posing an unacceptable risk will not be permitted prior to the completion of City-initiated flood studies and the construction of recommended mitigation measures, where necessary.	(2) Noted	(2) New policy: 5.4.16.5 Intensification and development on lands within the regulatory storm flood plain posing an unacceptable risk will not be permitted prior to the completion of City-initiated flood studies and the construction of recommended mitigation measures, where necessary to the satisfaction of the City and the conservation authority
		(3) Policies 14.3.5.1 and 17.4.4.1.1 pertaining to the Applewood Special Policy Area (Little Etobicoke Creek), which require the review and	(3) As per the Provincial Policy Statement (2020), the existing SPA policies will need be maintained as is with no modifications	(3) The Applewood SPA lands remain within the Applewood Neighbourhood Character Area and removed from the new

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		approval of MMAH and MNDMNRF. While the proposed policy changes are minor in nature and a holding provision has been proposed, any change requires provincial approval.		Dixie-Dundas Community Node boundary.
		(4) Recommend stating that holding provisions will be applied to any lands within the regulatory storm flood plain until remediation takes place. The conditions in Policies 11.2.7.7 capture this type of conditional permissions well and we recommend moving these up in the OPA to apply to all policies regarding development in the flood plain outside the SPA.	(4) A new policy will be added to the Community Node section to clarify the Holding Provision removal conditions.	(4) New policy: 14.3.3.4 Conditions to be met prior to the removal of a holding provision set out in 14.3.3.3, include but are not limited to the following: a. acceptance of compatibility assessments, as identified by the City; b. acceptance of flood mitigation recommendations; and c. all flood remedial works are complete and deemed functional to the satisfaction of the City, conservation authority, the Province and other regulatory bodies.

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		(5) Policies in 14.3.6.2 Site 2 should be added that pertain to the southern boundary of this site as it is abutting (and may be overlapped by) the regulatory flood plain, top of bank and dripline of vegetation of the Etobicoke Creek valley corridor, e.g., policies that require studies for defining these constraints in consultation with the conservation authority, and to require buffers from the greater of the defined constraints.	(5) As this site is located adjacent to the Applewood SPA, the policies will remain unchanged.	(5) The site will remain within the Applewood Neighbourhood Character Area and removed from the new Dixie-Dundas Community Node boundary
1	Gagnon Walker Domes Ltd. on behalf of White Elm Investments Ltd. - 1450-1458 Dundas Street East, at Public Meeting, Planning and	(1) Remove the subject site from 'Mixed Use Limited'. The subject site's existing 'Mixed Use' designation should remain to clearly identify residential uses as permitted. This should also be reflected in the proposed land use changes in Schedule 10, and the MTSA Schedule 11-G.	(1) Section 5.1.1 of the Dundas Connects Master Plan noted that lands to be converted from an Employment Area, to permit non-employment uses such as residential, may not be compatible with existing employment uses due to impacts related to air quality, noise, odour, and vibration. To ensure compatibility between proposed and existing uses, Dundas Connects recommended requirements for land use compatibility assessments.	(1) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
	Development Committee May 30, 2022 and written correspondence		The proposed Mixed Use Limited designation requires proposals for sensitive land uses such as residential, to demonstrate suitability subject to a set of criteria. It is not intended to allow such uses as of right, but rather to establish criteria to assess if the use should be permitted.	
		(2) Schedule 11-G should be modified to identify a maximum permitted building height on the subject site of up to at least 25 storeys, consistent with the Council approved Dundas Connects Master Plan.	(2) Staff confirms that this was a mapping error, all MTSA building height mapping will be reviewed and modified where necessary.	(2) The subject site maximum permitted building height of up to 25 storeys will be modified in MTSA Schedule 11-G.
		(3) Schedule 2 should be modified to include the final delineations of the City's MTSAs, including the Dixie GO MTSA.	(3) The MTSA boundaries will be added to Schedule 2 as part of the City-wide MTSA OPA.	(3) No action required
		(4) The delineation of a new detailed local road network and road ownership in the context of the proposed Official Plan policies is inappropriate. Figures 5-16.1 and 5-16.2 should be deleted and reference	(4) The proposed road network figures are intended to be conceptual as referenced in policy 5.4.16.5 which states that the design, access requirements, ownership and pedestrian connections will be determined as part of the development application process. The figures, which do not constitute official plan policy, are	(4) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		thereto should be deleted from draft Policy 5.4.16.5.	provided for illustrative purposes to guide future development.	
		(5) Provide clear and more permissive language in Policies 11.2.7.1 and 11.2.7.3 that specifically permit residential uses, rather than "consider" them, subject to the compatibility provisions identified in Policy 11.2.7.3	(5) The Mixed Use Limited designation is being applied to lands originally located with an Employment Areas where potential land use conflicts may exist if residential uses are permitted in proximity to existing industry. The purpose of this designation is to prohibit sensitive land uses including residential until it can be demonstrated to the satisfaction of the City the proposed use is suitable subject to criteria. Identifying residential uses as "not permitted" in 11.2.7.1 is necessary to clearly indicate that lands designated Mixed Use Limited do not allow residential uses as of right. Wording in 11.2.7.3 has been revised to clarify that uses "may be permitted" subject to criteria.	(5) Policy 11.2.7.3 has been revised as follows: "11.2.7.3 Residential uses and other sensitive land uses may be permitted without amendment to this Plan where the use: …"
2		(1) The City of Mississauga "Map 17-4 Dixie Employment Area" and map "Schedule 9 Character Areas" must be consistent with the	(1) The City is required to designate Employment Areas in accordance with the Region's adopted Schedule E-4 of the Regional Official Plan Amendment Peel 2051.	(1) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
	Ahmed Group, owner of 2560 and 2564 Confederation Parkway, Planning and Development Committee May 30, 2022 and written correspondence	enclosed "Employment Areas Schedule E-4" of the new Region of Peel Official Plan. The Region of Peel Official Plan explicitly states: "5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4."	The recently adopted Region of Peel Official Plan (Peel 2051) indicates that "Local official plans may also support employment uses outside of Employment Area designations, provided they are compatible with the surrounding community and the population and employment forecasts". This would not preclude the City from designating additional areas as Employment in the Mississauga Official Plan (MOP). In such areas, conversion to non-employment uses would not require a Municipal Comprehensive Review, but would require an amendment to Mississauga Official Plan.	
		(2) Redesignating the subject site, as shown in MTSA Schedule 11-G, from "Mixed Use" to "Mixed Use Limited", removed from the Dixie Employment Area, similar to other properties along Dundas Street, allowing for the future redevelopment of the property for a mixed-use building containing residential uses, without the need for an Official Plan Amendment.	(2) The draft Dundas OPA is not proposing any land use changes for the lands fronting Dundas Street between Haines Road to the west and Blundell Road to the east at this time. This is due to recent submitted information that indicates potential land use compatibility issues between new sensitive land uses and existing adjacent employment uses. Additional information provided by the Ahmed Group also indicates the need for noise migration measures. Further analysis will be required to determine the long-term suitability of sensitive land uses in this area.	(2) New policy added: 17.4.4.4 Site 4 

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
				17.4.4.4.1 The lands identified as Special Site 4 are fronting the south side of Dundas Street East between Blundell Road in the east and Haines Road in the west. 17.4.4.4.2 Notwithstanding the policies of this plan, a change in land use permissions will be subject to the completion of a municipally led land use compatibility assessment and will occur through a City-initiated amendment to this plan.
		(3) City Staff's decision of using maximum heights to "guide density" is contradictory to both Provincial and Regional land use policy	(3) The *Planning Act* requires a lower-tier municipality to identify in its Official Plan the authorized uses of lands and of buildings or structures for Protected Major Transit Station Areas. It also allows for policies that identify maximum building heights that are authorized with respect to buildings in PMTSAs. Staff are of the opinion that proposed PMTSA policies, are consistent and conform with Regional and Provincial requirements.	(3) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
			The proposed maximum heights are intended to provide clarity on the desired built form. This is in line with the new Region of Peel Official Plan (Peel 2051) policies which state that maximum densities may also be established at the discretion of the local municipality. The maximum heights will guide density in combination with the minimum Floor Site Index identified for each PMTSA in the proposed policies.	
		(4) The ability of the City to freeze the rights of our property was to protect the cited minimum development densities from appeal, and not to impose a maximum development density	(4) In addition to the authorized use of building and structures and minimum densities, the *Planning Act* allows for policies to be protected from appeal that set out maximum densities and minimum and/or maximum heights of buildings within a Protected MTSA. The proposed City-wide MTSA OPA policies, related to minimum densities represented through FSI in combination with minimum and maximum building heights, are intended to the achieve Regional MTSA targets. They also provide direction on the desired built form to reflect the City Structure, area context and vision for the area. Each MTSA is unique, some will absorb higher density development with a broader range of uses, building types and massing, while others may	(4) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
			experience modest growth due to limited development opportunities. Amendments to building heights can still be considered in Protected MTSAs through a resolution by City Council. Staff are of the opinion that the policies proposed conform to Regional and Provincial requirements.	
		(5) City Staff to remove the proposed maximum limit on building height for our property as proposed on draft map Protected Major Transit Station Area Schedule 11: Protected Major Transit Station Area.	(5) Maximum building heights are intended to manage densities in accordance with subsection 16(16).a.ii of the Planning Act which requires lower tier municipalities to identify the minimum densities. Subsection 16.1(36.1.4) also allows for policies that identify maximum densities and maximum heights. Managing growth by identifying appropriate built forms and building heights is necessary to direct future development that varies depending on the context and the envisioned character of each MTSA. The Mississauga Official Plan currently sets out maximum building heights for many areas of the City. This is intended to provide clarity on the desired built form that reflects the City Structure and area context. The proposed maximum building heights will provide similar direction for other areas of the City.	(5) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		(6) It is important to note existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan identifies Major Transit Station Areas as the preferred location for tall buildings and therefore taller building height is more appropriate.	(6) Policy 9.2.1.8 states that "The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas", not within MTSAs. This policy is to be removed as part of the City-wide MTSA OPA and replaced with new policies to direct growth within MTSAs as required by Regional and Provincial policies. The proposed MTSA policies note that each MTSA is unique and will be planned based on its local context, growth potential and limitations to determine appropriate densities and transit-supportive development. Not all stations or sites will achieve the same mix of land uses or intensity of development. Some will absorb higher density development with a broader range of uses, building types and massing, while others may experience modest growth due to limited development opportunities.	(6) No action required
		(7) Support Ahmed Group's project for their property and City Staff to meaningfully engage in discussions with Ahmed Group and expedite the review of their project	(7) Staff will be happy to continue to engage the Ahmed Group, however a review of the project might be premature given that the Regional Official Plan Amendment is pending Provincial approval and the City's proposed policies are not in effect.	(8) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		(8) Request that the properties located on 2560 and 2564 Confederation Parkway be included into the MTSA boundaries.	(8) The MTSA boundaries were determined by the Region of Peel. Any boundary changes will require a request to and approval of the Region of Peel.	(8) No action required
3	1910878 Ontario Inc., owner of 888 Dundas Street East, and written corresponde nce	(1) Identical comments received to Ahmed Group Letter (Comment 2), Issues 1 to 7.	(1) See corresponding Staff comments to Ahmed Group.	(1) See corresponding Staff comments to Ahmed Group.
4	Mississauga Muslim Community Centre, owner of 2505 Dixie Road, Planning and Development Committee May 30, 2022 and written corresponde nce	(1) Identical comments received to Ahmed Group Letter (Comment No. 2), Issues 1 and 3 to 7.	(1) See corresponding Staff comments to Ahmed Group.	(1) See corresponding Staff comments to Ahmed Group.
5	B.L.W. Holdings Ltd., owner of	(1) Identical comments received to Ahmed Group	(1) See corresponding Staff comments to Ahmed Group.	

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
	980 Dundas Street East, written correspondence	Letter (Comment No. 2), Issues 1 to 7.		(1) See corresponding Staff comments to Ahmed Group.
6	Ashley Group of Companies, owner of 918, 920 and 922 Dundas Street East, written correspondence	(1) Identical comments received to Ahmed Group Letter (Comment No. 2), Issues 1 to 7.	(1) See corresponding Staff comments to Ahmed Group.	(1) See corresponding Staff comments to Ahmed Group.
7	Golfour Property Services, owner of 960 and 966 Dundas Street East, written correspondence	(1) Identical comments received to Ahmed Group Letter (Comment No. 2), Issues 1 to 7.	(1) See corresponding Staff comments to Ahmed Group.	(1) See corresponding Staff comments to Ahmed Group.
8	Tavora Holding Co. Ltd., owner of 1030 Dundas Street East, written	(1) Identical comments received to Ahmed Group Letter (Comment No. 2), Issues 1 to 7.	(1) See corresponding Staff comments to Ahmed Group.	(1) See corresponding Staff comments to Ahmed Group.

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
	correspondence			
9	Glen Schnarr & Associates Inc. on behalf of CPD Developments, owner of 1425 Dundas Street East, written correspondence	(1) Seeking clarification on the applicability of the draft mixed-use policies to this site in the future (as prescribed under the Official Plan policies for the Dixie-Dundas Community Node).	(1) The site is located within the Dixie-Dundas Special Policy Area which is the subject of a flood mitigation study entitled Dundas Street Special Policy Area Update. Once the Special Policy Area has been reviewed and updated, subject to Provincial and conservation authority approval, it is proposed that the subject site be removed from the Dixie Employment Area, placed within the Dixie-Dundas Community Node, and designated Mixed Use Limited in order to consider residential uses based on criteria. The building height range will reflect the recommendations of the Dundas Connects Master Plan. Until Provincial and conservation authority approval of the Dundas Street Special Policy Area Update is received, the current policies will remain with no proposed changes.	(1) No action required
10	Glen Schnarr & Associates Inc. on behalf	(1) Request that Policy 11.2.7.1 be modified to permit sensitive land	(1) The Mixed Use Limited designation is being applied to lands originally located with an Employment Areas where potential	(1) Policy 11.2.7.3 has been revised as follows:

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
	of Golden Retail Group Inc., owner of 3092 Mavis Road, written corresponde nce	uses, including residential, subject to satisfactorily demonstrating that the evaluation criteria of Policy 11.2.7.3 can be achieved.	land use conflicts may exist if residential uses are permitted in proximity to existing industry. The purpose of this designation is to prohibit sensitive land uses including residential until it can be demonstrated to the satisfaction of the City the proposed use is suitable subject to criteria. Identifying residential uses as "not permitted" in 11.2.7.1 is necessary to clearly indicate that lands designated Mixed Use Limited do not allow residential uses as of right. Wording in 11.2.7.3 has been revised to clarify that uses "may be permitted" subject to criteria.	"11.2.7.3 Residential uses and other sensitive land uses may be permitted without amendment to this Plan where the use: …"
		(2) Permitted building height range should be modified to permit heights of more than 20 storeys.	(2) The proposed building heights reflect the Council endorsed Dunas Connects Master Plan recommendations, and were developed based on extensive public input. The subject site is not located in a "focus area" as identified by Dundas Connects, and is in proximity to established employment uses to the north and west. The proposed maximum height of 9 storeys is considered appropriate given the area context and the established built form hierarchy envisioned for the Dundas Street Corridor in the Master Plan.	(2) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
11	Glen Schnarr & Associates Inc. on behalf of Virtue Acquisitions Inc., owner of 1995 Dundas Street East and 3040 Universal Drive, written correspondence	(1) Request that Policy 11.2.7.1 be modified to permit sensitive land uses, including residential, subject to satisfactorily demonstrating that the evaluation criteria of Policy 11.2.7.3 can be achieved.	(1) The Mixed Use Limited designation is being applied to lands originally located with an Employment Areas where potential land use conflicts may exist if residential uses are permitted in proximity to existing industry. The purpose of this designation is to prohibit sensitive land uses including residential until it can be demonstrated to the satisfaction of the City the proposed use is suitable subject to criteria. Identifying residential uses as "not permitted" in 11.2.7.1 is necessary to clearly indicate that lands designated Mixed Use Limited do not allow residential uses as of right. Wording in 11.2.7.3 has been revised to clarify that uses "may be permitted" subject to criteria.	(1) Policy 11.2.7.3 has been revised as follows: "11.2.7.3 Residential uses and other sensitive land uses may be permitted without amendment to this Plan where the use: …"
12	Larendale Group Inc. on behalf of ESDEB Construction and N. Turk Investments Limited, owner of 734 Dundas Street East,	(1) Changing the use of all four properties to Mixed Use from Mixed Use Limited with unlimited height restrictions, and allowing residential in 2110 Dundas Street East.	(1) Section 5.1.1 of the Dundas Connects Master Plan noted that lands to be converted from an Employment Area, to permit non-employment uses such as residential, may not be compatible with existing employment uses due to impacts related to air quality, noise, odour, and vibration. To ensure compatibility between proposed and existing uses, Dundas	(1) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
	1770 Dundas Street East, 2110 Dundas Street East, 2273 Dundas Street West, written correspondence		Connects recommended requirements for land use compatibility assessments. The proposed Mixed Use Limited designation requires proposals for sensitive land uses such as residential, to demonstrate suitability subject to a set of criteria. It is not intended to allow such uses as of right, but rather to establish criteria to assess if the use should be permitted. For 2110 Dundas Street, the site is located within the Etobicoke Creek Special Policy Area. Until Provincial and conservation authority approval of the Dundas Street Special Policy Area Update is received, the current policies will remain with no proposed changes. Building heights will vary along the Corridor to reflect the City Structure and to visually emphasize key intersections. The proposed building heights reflect the Council endorsed Dundas Connects Master Plan recommendations, and were developed based on extensive public input. They support the envisioned built form character of a predominately midrise Corridor. The proposed heights provide for development that will achieve the Region of Peel's minimum density targets for each MTSA, in most cases exceeding the Region's targets.	

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
13	Gowling WLG on behalf of Ahmed Group, owner of 1000 and 1024 Dundas Street East, Planning and Development Committee May 30, 2022 and written correspondence	(1) Request that staff be directed to amend the designation of the Subject Property to Mixed Use Limited on the draft map "Protected Major Transit Station Area Schedule 11-G"	(1) The draft Dundas OPA is not proposing any land use changes for the lands fronting Dundas Street between Haines Road to the west and Blundell Road to the east at this time. This is due to recent submitted information that indicates potential land use compatibility issues between new sensitive land uses and existing adjacent employment uses including the need for noise migration measures. Further analysis will be required to determine the long-term suitability of sensitive land uses in this area.	(1) New policy added: 17.4.4.4 Site 4 See Ahmed Group Letter (Comment 2), Issue 2.
		(2) To be in conformity with the Region's new Official Plan, the Subject Property should be removed from the Dixie Employment Area. The Regional Official Plan does not designate the Subject Property as being within an employment area. Therefore, the City's Official Plan cannot designate the same lands as employment area without creating non-conformity with the upper-tier's official plan. To resolve the non-	(2) The City is required to designate Employment Areas in accordance with the Region's adopted Schedule E-4 of the Regional Official Plan Amendment Peel 2051. The recently adopted Region of Peel Official Plan (Peel 2051) indicates that "Local official plans may also support employment uses outside of Employment Area designations, provided they are compatible with the surrounding community and the population and employment forecasts". This would not preclude the City from designating additional areas as Employment in the Mississauga Official Plan (MOP).	(2) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		conformity, staff should be directed to remove the Subject Lands from the Dixie Employment Area.	In such areas, conversion to non-employment uses would not require a Municipal Comprehensive Review, but would require an amendment to Mississauga Official Plan.	
14	Sajecki Planning on behalf of owner of 3105 Dixie Road, written correspondence	(1) Property should have similar recommended heights and land use designations consistent with those at the Dixie and Dundas intersection.	(1) The site is located within the Dixie-Dundas Special Policy Area, and pending a review by the Province and the conservation authority, no policy or land use changes are permitted under the Provincial Policy Statement (PPS 2020). Until Provincial and conservation authority approval of the Dundas Street Special Policy Area Update is received, the current policies will remain with no proposed changes.	(1) No action required
15	Bousfields Inc. on behalf of 4Q Commercial WP Inc., owner of 1580 – 1650 Dundas Street East, written correspondence	(1) The introduction of a new Mixed Use Limited designation is unnecessary.	(1) Section 5.1.1 of the Dundas Connects Master Plan noted that lands to be converted from an Employment Area, to permit non-employment uses such as residential, may not be compatible with existing employment uses due to impacts related to air quality, noise, odour, and vibration. To ensure compatibility between proposed and existing uses, Dundas Connects recommended requirements for land use compatibility assessments. The proposed Mixed Use Limited designation requires proposals for sensitive land uses such as residential, to demonstrate suitability subject to a set of	(1) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
			criteria. It is not intended to allow such uses as of right, but rather to establish criteria to assess if the use should be permitted.	
		(2) It is more appropriate to establish built form provisions that fit within the planned mixed use context of the Dundas Street Corridor. For example, a policy that requires a minimum of 60% of the base building frontage on Dundas Street shall be occuped by retail and service commercial uses, and other non-residential uses that activate the adjacent public realm	(2) The proposed policies in the MTSA OPA will require replacement of non-residential uses in mixed use buildings. The Dundas Corridor Policy Implementation OPA includes corridor wide policies requiring flexible ground floor non-residential spaces that are easily convertible to accommodate a diverse range of businesses and promote active frontages in mixed-use buildings with ground floor uses that animate the street.	(2) No action required
		(3) Within the Dixie-Dundas Community Node, there is a significant opportunity for intensification in the form of tall buildings. In our opinion, building heights in this area should be determined through appropriate built form considerations and the optimization of transit available in the Dixie-	(3) The Dundas OPA sets out the vision for the Corridor. Building heights are to vary along the Corridor to reflect the City Structure and to visually emphasize key intersections. They reflect the Council endorsed recommendations of the Dundas Connects Master Plan and were developed based on extensive public input. Buildings with the greatest heights will be located in proximity to the Dixie GO station area where several rapid transit lines	(3) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		Dundas Community Node, not an artificially low maximum building height provision that seeks to implement minimum density targets for Major Transit Station Areas.	intersect. Mid-rise buildings will be located at key intersections, such as Winston Churchill, Erin Mills, Erindale Station, and Cawthra, and lower building heights in between these areas. The proposed building heights support the envisioned built form character for the Corridor and will achieve the Region of Peel's minimum density targets for each MTSA, in most cases exceeding the Region's targets.	
		(4) It is unclear why the Draft Dundas Street Corridor policies continue to identify portions of the Dundas Street Corridor as Dixie Employment Area Character Area on Draft Map 'C', part of Schedule 9 Character Areas, despite this Regional Official Plan direction.	(3) The City is required to designate Employment Areas in accordance with the Region's adopted Schedule E-4 of the Regional Official Plan Amendment Peel 2051. The recently adopted Region of Peel Official Plan (Peel 2051) indicates that "Local official plans may also support employment uses outside of Employment Area designations, provided they are compatible with the surrounding community and the population and employment forecasts". This would not preclude the City from designating additional areas as Employment in the Mississauga Official Plan (MOP). In such areas, conversion to non-employment uses would not require a Municipal Comprehensive Review, but	(4) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
			would require an amendment to Mississauga Official Plan.	
16	Councillor Fonseca (Ward 3) at Public Meeting, Planning and Development Committee May 3, 2022	(1) Question on the level of engagement between the Region of Peel and City staff with respect to the redevelopment of Region-owned sites.	(1) Staff confirmed that there is ongoing discussions with the Region of Peel to clarify the proposed policies as they apply to Region-owned lands for future redevelopment.	(1) No action required
		(2) Question on the status of parallel flood studies, including the Dixie-Dundas Flood Study.	(2) Staff advised that a report related to the flood studies will be presented on June 20th, 2022 meeting to the Planning and Development Committee.	(2) No action required
17	Landowner of 3033 Dundas Street West, written correspondence	(1) Requesting that the height of the buildings on the subject site be 25 stories of mixed use and residential.	(1) Building heights will vary along the Corridor to reflect the City Structure and to visually emphasize key intersections. The proposed building heights reflect the Council endorsed recommendations of the Dundas Connects Master Plan, and were developed based on extensive public input. They support the envisioned built form character of a predominately midrise Corridor. The proposed heights provide for development that will achieve the Region of Peel's minimum density targets for each MTSA, in most cases exceeding the Region's targets.	(1) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
18	Landowner of 980 Dundas Street East	(1) Allowing the site to have a mix of uses including retail and residential, which would require the site to be designated from "Mixed Use" to "Mixed Use Limited", and removed from the Dixie Employment Area. This would allow for the future redevelopment of the property for a mixed-use building containing residential uses, without the need for an Official Plan Amendment.	(1) The proposed Dundas OPA is not proposing any land use changes for the lands fronting Dundas Street between Haines Road to the west and Blundell Road to the east at this time. This is due to recent submitted information that indicates potential land use compatibility issues between new sensitive land uses and existing adjacent employment uses. Further analysis is required to determine the long-term suitability of sensitive land uses in this area.	(1) New policy added: 17.4.4.4 Site 4 See Ahmed Group Letter (Comment 2), Issue 2 .
19	Jesse White, Miller Thomson LLP on behalf of Mother Parker's Tea and Coffee Inc. 2530, 2531, 2470 Stanfield Road.	(1) Support the recommendations for lands between Haines Road and Blundell Road to remain within the Employment Area.	(1) Noted	(1) No action required

City of Mississauga
Minutes
Issued: June 3, 2022

MISSISSAUGA

Planning and Development Committee

Date:	**May 30, 2022**
Time:	**6:03 PM**
Location:	**Council Chambers, Civic Centre, 2nd Floor** **300 City Centre Drive, Mississauga, Ontario, L5B 3C1** **And Online Video Conference**

Members Present	Mayor Bonnie Crombie	
	Councillor Stephen Dasko	Ward 1
	Councillor Chris Fonseca	Ward 3
	Councillor John Kovac	Ward 4
	Councillor Ron Starr	Ward 6 (Vice-Chair)
	Councillor Matt Mahoney	Ward 8
	Councillor Sue McFadden	Ward 10
	Councillor George Carlson	Ward 11 (Chair)
	Councillor Carolyn Parrish	Ward 5 (ex-officio)
	Councillor Pat Mullin	Ward 2 (ex-officio) departed at 8:13 PM
Members Absent	Councillor Dipika Damerla	Ward 7
	Councillor Pat Saito	Ward 9 (ex-officio)

Staff Present
Andrew Whittemore, Commissioner, Planning & Building
Shari Lichterman, Commissioner, Corporate Services & CFO
Chris Rouse, Director, Development & Design
Jason Bevan, Director, City Planning Strategies
Jeremy Blair, Manager, Transportation Infrastructure Management
Michal Minkowski, Legal Counsel, Litigation & Planning
Emma Calvert, Manager, Engineering and Construction
Ryan Au, Traffic Planning Coordinator
Sharon Chapman, Manager, Parks Planning
Hugh Lynch, Manager, Development South
Marianne Cassin, Manager, Development Central
Ashlee Rivet-Boyle, Manager, Development North
Matthew Shilton, Development Planner
Jonathan Famme, Development Planner
Lucas Petricca, Development Planner
Michael Franzolini, Development Planner
Bashar Al-Hussaini, Planner
Sacha Smith, Manager, Legislative Services & Deputy Clerk
Megan Piercey, Legislative Coordinator

DRAFT

1. CALL TO ORDER - 6:03 PM

2. INDIGENOUS LAND STATEMENT

Councillor G. Carlson recited the Indigenous Land Statement.

3. DECLARATION OF CONFLICT OF INTEREST - Nil

4. MINUTES OF PREVIOUS MEETING - Nil

5. MATTERS CONSIDERED (AFTERNOON SESSION) - Nil

6. MATTERS CONSIDERED (EVENING SESSION)

6.1 PUBLIC MEETING INFORMATION REPORT (WARD 10)

Rezoning application to permit a six storey apartment building.
Address: 5160 and 5170 Ninth Line
Applicant: Branthaven Ninth Line
File: OZ 22-004 W10

Councillor S. McFadden requested that the Recommendation Report be brought directly to a future Council meeting.

RECOMMENDATION PDC-0047-2022

Moved By Councillor S. McFadden

That the report dated May 6, 2022, from the Commissioner of Planning and Building regarding the application by Branthaven Ninth Line to permit a six storey apartment building, under File OZ 22-004 W10, 5160 and 5170 Ninth Line, be received for information, and notwithstanding planning protocol, that the Recommendation Report be brought directly to a future Council meeting.

YES (10): Mayor Crombie, Councillor S. Dasko, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor M. Mahoney, Councillor S. McFadden, Councillor G. Carlson , Councillor C. Parrish, and Councillor P. Mullin

ABSENT (2): Councillor D. Damerla, and Councillor P. Saito

Carried (10 to 0)

6.2 PUBLIC MEETING INFORMATION REPORT (WARD 10)

Official Plan Amendment, Rezoning and Draft Plan of Subdivision applications to permit six apartment buildings with heights of 6, 8, 10, 12, 12 and 12 storeys containing 1,246 dwelling units with commercial uses at ground level fronting Ninth Line, 24 three storey back to back townhomes and a public park on public and private roads.
Address: 5034, 5054 and 5080 Ninth Line
Applicant: Your Home Developments (Mississauga) Inc.
File: OZ/OPA 21-015 W10 & T-M21004

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Wayne Coutinho, Korsiak Planning provided an overview of the Official Plan Amendment, Rezoning and Draft Plan of Subdivision applications. Councillor C. Parrish expressed concerns with the developer leaving land in Ward 5 vacant. Councillor S. McFadden spoke to the discussions with the developer and noted that the community is in support of the application.

RECOMMENDATION PDC-0048-2022

Moved By Councillor S. McFadden

That the report dated May 6, 2022, from the Commissioner of Planning and Building regarding the applications by Your Home Developments (Mississauga) Inc. to permit six apartment buildings with heights of 6, 8, 10, 12, 12, and 12 storeys containing 1,246 dwelling units with commercial uses at ground level fronting Ninth Line, 24 three storey back to back townhomes, additions to the 407 Transitway and a public park on public and private roads, under Files OZ/OPA 21-015 W10 & T-M21004 W10, 5034, 5054, and 5080 Ninth Line, be received for information.

YES (10): Mayor Crombie, Councillor S. Dasko, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor M. Mahoney, Councillor S. McFadden, Councillor G. Carlson , Councillor C. Parrish, and Councillor P. Mullin

ABSENT (2): Councillor D. Damerla, and Councillor P. Saito

Carried (10 to 0)

6.3 PUBLIC MEETING INFORMATION REPORT (WARD 4)

Official Plan Amendment application to replace a planned local road with a pedestrian walkway and municipal easement to facilitate the building of a two-phase mixed use high rise development consisting of five (5) towers.
Address: 325 Burnhamthorpe Road West
Applicant: RGF (Mississauga) Developments Inc.
File: OPA 21-21 W4

Lauren Capilongo, Malone Given and Parsons provided an overview of the Official Plan Amendment application.

The following person spoke:

1. Adam Dharsee, Resident enquired about the height impact on surrounding areas and the amount of affordable units.

Councillor J. Kovac spoke to the community consultation and resident feedback. Committee Members engaged in discussion and enquired about the roadway, pedestrian mews and density. Ms. Capilongo, Nixon Chan, LEA Consulting Ltd., and Jonathan Famme, Development Planner responded to questions.

DRAFT

RECOMMENDATION PDC-0049-2022

Moved By Councillor J. Kovac

1. That the report dated May 6, 2022, from the Commissioner of Planning and Building regarding the application by RGF (Mississauga) Developments Inc. to replace a planned local road with a pedestrian walkway and municipal easement to facilitate the building of a two-phase mixed use high rise development consisting of five (5) towers, under File OPA 21-21 W4, 325 Burnhamthorpe Road West, be received for information.

2. That 1 oral submission be received.

YES (10): Mayor Crombie, Councillor S. Dasko, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor M. Mahoney, Councillor S. McFadden, Councillor G. Carlson , Councillor C. Parrish, and Councillor P. Mullin

ABSENT (2): Councillor D. Damerla, and Councillor P. Saito

Carried (10 to 0)

6.4 PUBLIC MEETING INFORMATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit a 10 storey rental apartment building.
Address: 1303 Lakeshore Road East
Applicant: 1303 Lakeshore Road E Limited
File: OZ/OPA 21-20 W1

Drew MacMartin, High Street Capital Partners and Ritee Haider, IBI Group provided an overview of the Official Plan Amendment and Rezoning applications. Committee Members engaged in discussion and enquired about the height and the number of 1 bedroom units.

The following persons spoke:

1. Deborah Goss, Lakeview Ratepayers Association spoke to the demographics noted in the report, the mixed use, walk-able community, ground floor retail, and community engagement. Ms. Goss expressed concerns with the proposed height.

Councillor S. Dasko spoke to the material used for the podium, visitor parking and expressed concerns regarding the 5 one bedroom units. Councillor S. Dasko further requested that the applicant consult with him further on the proposal. Mr. MacMartin responded to questions.

DRAFT

RECOMMENDATION PDC-0050-2022

Moved By Councillor S. Dasko

1. That the report dated May 6, 2022, from the Commissioner of Planning and Building regarding the applications by 1303 Lakeshore Road E Limited to permit a 10 storey rental apartment building, under File OZ/OPA 21-20 W1, 1303 Lakeshore Road East, be received for information.

2. That 1 oral submission be received.

YES (10): Mayor Crombie, Councillor S. Dasko, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor M. Mahoney, Councillor S. McFadden, Councillor G. Carlson , Councillor C. Parrish, and Councillor P. Mullin

ABSENT (2): Councillor D. Damerla, and Councillor P. Saito

Carried (10 to 0)

6.5 PUBLIC MEETING INFORMATION REPORT (WARD 2)

Rezoning application to permit five detached dwellings on a common element condominium (CEC) road and the extension of Sunningdale Bend.
Address: 1667 Sunningdale Bend
Applicant: 2272061 Ontario Ltd.
File: OZ 21-19 W2

Patrick Pearson, GSAI provided an overview of the Rezoning application.

The following persons spoke:

1. Sue Shanly, Resident, MIRANET spoke to the history of the proposed development and noted concerns with the height of lots 1, 2 and 3. Ms. Shanly further requested that the houses revert back to the originally proposed bungalow lofts and the number of homes be reduced to 4.

2. Dave Porter, Resident expressed concerns with the height, the grading drainage plan, environmental impact, and traffic. Mr. Porter further spoke to the rear yard setbacks, the need for consistent roofs, and a 4 lot proposal.

Councillor P. Mullin spoke to the history of the proposed development and directed staff to report back on how the height issue can be addressed and built into the recommendation. Andrew Whittemore, Commissioner, Planning and Building responded to questions.

DRAFT

RECOMMENDATION PDC-0051-2022

Moved By Councillor P. Mullin

1. That the report dated May 6, 2022, from the Commissioner of Planning and Building regarding the application by 2272061 Ontario Ltd. to permit five detached dwellings on a common element condominium (CEC) road and the extension of Sunningdale Bend, under File OZ 21-19 W2, 1667 Sunningdale Bend, be received for information.

2. That 2 oral submissions be received.

YES (10): Mayor Crombie, Councillor S. Dasko, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor M. Mahoney, Councillor S. McFadden, Councillor G. Carlson , Councillor C. Parrish, and Councillor P. Mullin

ABSENT (2): Councillor D. Damerla, and Councillor P. Saito

Carried (10 to 0)

6.6 PUBLIC MEETING RECOMMENDATION REPORT (WARD 2)

Official Plan Amendment and Rezoning applications to recognize the existing three storey retirement building (Phase 1) and to permit a four storey seniors apartment building (Phase 2).
Address: 2132 Dundas Street West and 2630 Fifth Line West
Applicant: Devonshire Erin Mills Inc.
File: OZ 17/001 W2

Michael Franzolini, Development Planner provided an overview of the Official Plan Amendment and Rezoning applications.

RECOMMENDATION PDC-0052-2022

Moved By Councillor P. Mullin

1. That the applications under File OZ 17/001 W2, Devonshire Erin Mills Inc., 2132 Dundas Street West and 2630 Fifth Line West to amend Mississauga Official Plan to **High Density Residential** and to change the zoning to **RA2-Exception (Apartments – Exception)** to recognize the existing three storey retirement building (Phase 1) and to permit a four storey seniors apartment building (Phase 2) be approved in conformity with the provisions outlined in Appendix 2 of the staff report dated May 6, 2022 from the Commissioner of Planning and Building.

2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.

3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

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4. That notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the height and FSI shall not increase.

YES (10): Mayor Crombie, Councillor S. Dasko, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor M. Mahoney, Councillor S. McFadden, Councillor G. Carlson , Councillor C. Parrish, and Councillor P. Mullin

ABSENT (2): Councillor D. Damerla, and Councillor P. Saito

Carried (10 to 0)

6.7 *PUBLIC MEETING INFORMATION REPORT (WARDS 1-4 & 6-8)

Dundas Corridor Policy Implementation Project – Draft Official Plan Amendment.
File: CD.04-DUN

Bashar Al-Hussaini, Planner provided an overview of the Draft Official Plan Amendment. Councillor C. Fonseca enquired about a future flood mitigation report and Peel Living properties. Andrew Whittemore, Commissioner, Planning and Building and Jason Bevan, Director, City Planning Strategies responded to questions.

Councillor P. Mullin departed at 8:13 PM.

The following persons spoke:

1. Richard Domes, GWD spoke on behalf of White Elm Investments Ltd and expressed concerns with the height and the land use designation.
2. Jesse White, Miller Thomson LLP spoke on behalf of Mother Parker's Tea & Coffee spoke to height, land use and noise. Mr. White further noted that the area should remain in this employment area.
3. Jim Levac, GSAI, spoke on behalf of SmartCentres Inc. and noted concerns with the proposed height, and the definition of "tall" buildings. Mr. Levac requested that the community nodes be re-evaluated.
4. Peter Gross, Gowling WLG LLP spoke on behalf of the Ahmed Group and noted concerns with his client’s land being designated in the Dixie Employment Land. Mr. Gross further expressed concerns with the height, consultation with the affected land owners, and non-conformity with the Region of Peel's Official Plan.
5. John Lohmus, Plan Logic Consulting Inc. spoke on behalf of the Mississauga Muslim Community Centre and requested that no height be established until the floodplain study and his client's application have been considered. Mr. Lohmus also spoke on behalf of the Ahmed Group for their properties located on 2560 and 2564 Confederation Parkway and requested that they be included in the major station area designation.

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6. Baldassare Rabbito, Resident expressed concerns that his property was designated as an employment zone, as he would like to be able to have residential units in his building as well as retail.

RECOMMENDATION PDC-0053-2022

Moved By Councillor C. Parrish

1. That the report titled “Dundas Corridor Policy Implementation Project – Draft Official Plan Amendment” dated, May 6, 2022, from the Commissioner of Planning and Building and any submissions received at the public meeting held on May 30, 2022, be received for information.

2. That 6 oral submissions be received.

YES (9): Mayor Crombie, Councillor S. Dasko, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor M. Mahoney, Councillor S. McFadden, Councillor G. Carlson , and Councillor C. Parrish

ABSENT (3): Councillor D. Damerla, Councillor P. Saito, and Councillor P. Mullin

Carried (9 to 0)

7. ADJOURNMENT - 9:00 PM (Councillor M. Mahoney)

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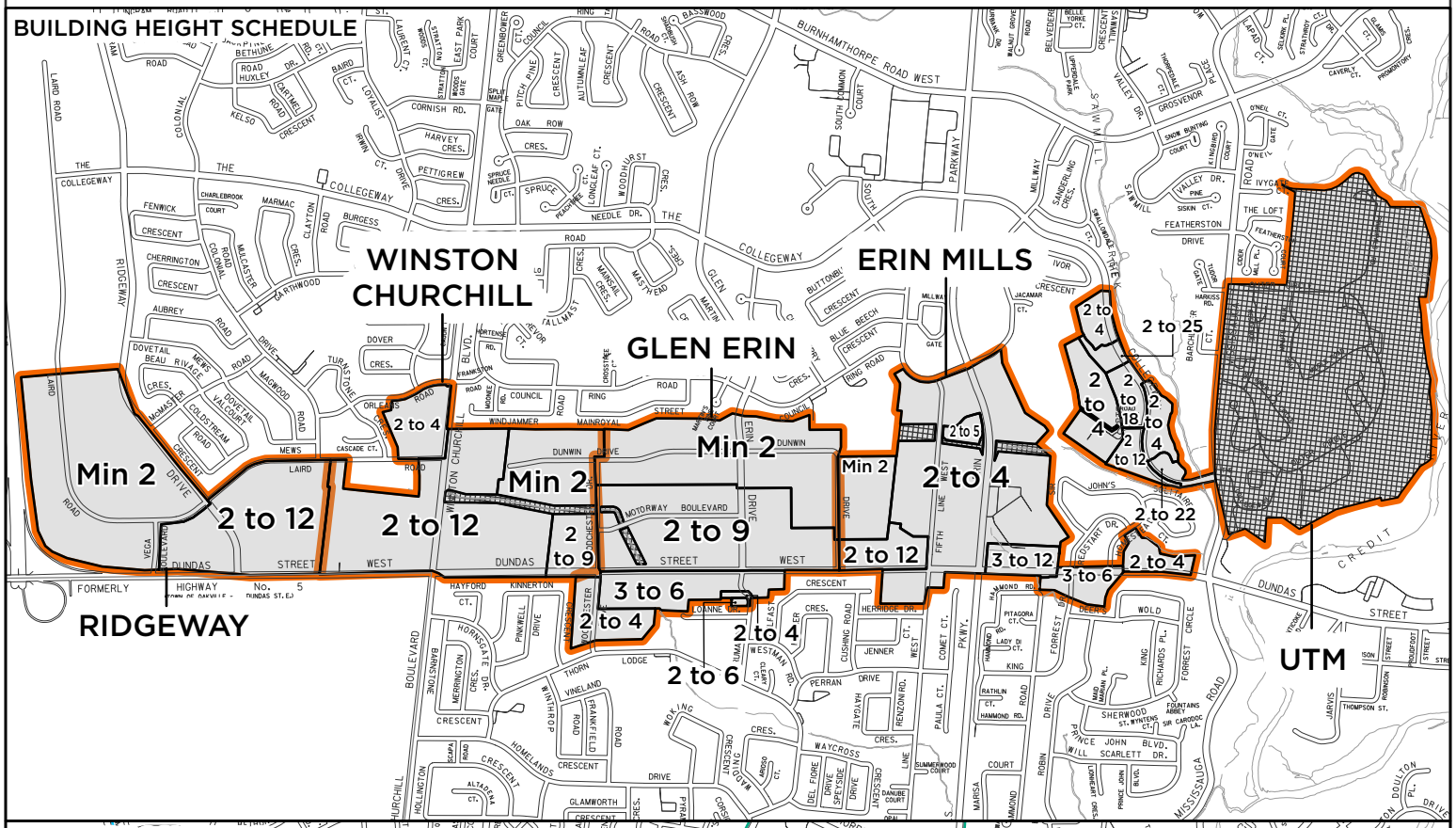
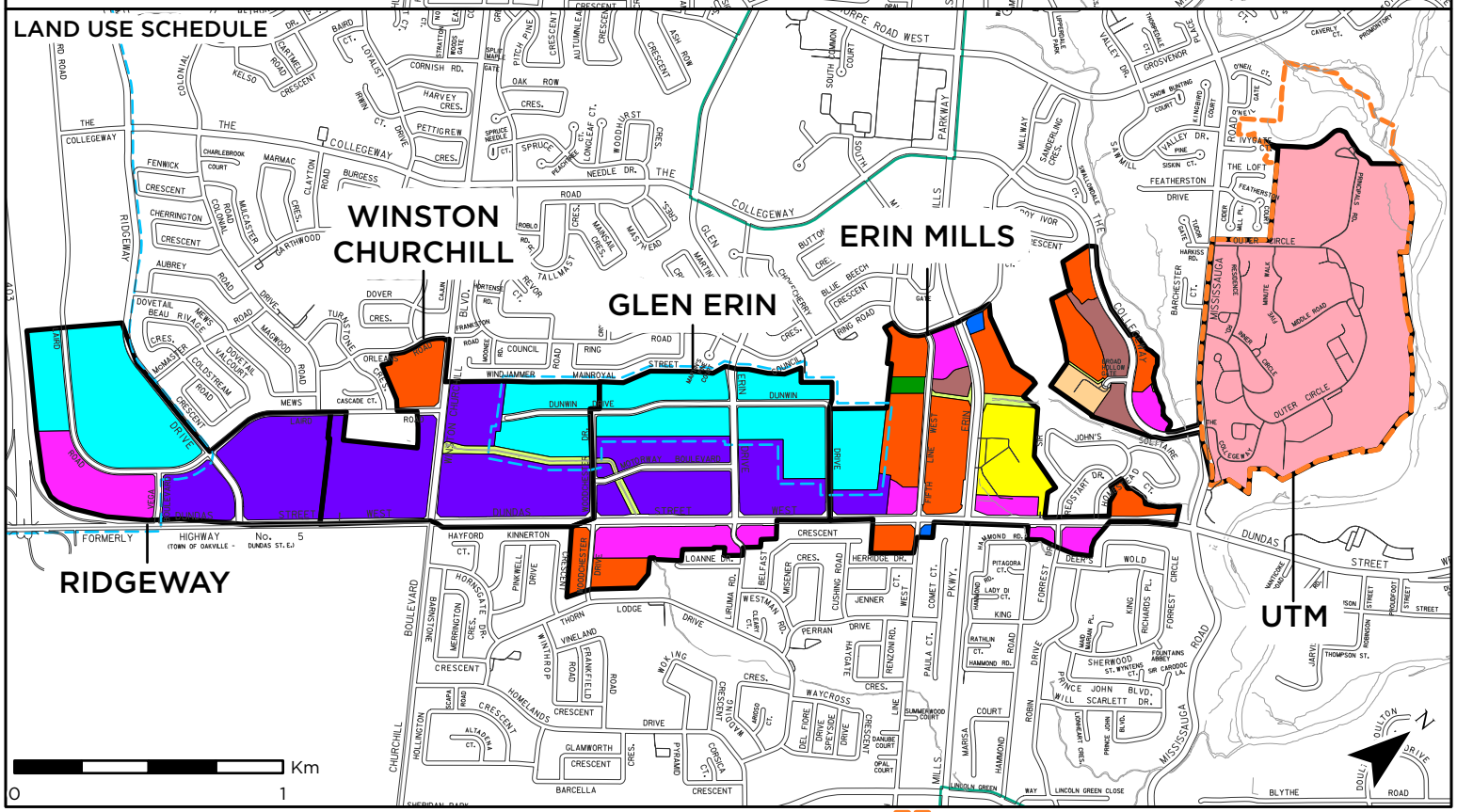
Appendix 4

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA) *5.7

(DUNDAS BRT- RIDGEWAY, WINSTON CHURCHILL, GLEN ERIN, ERIN MILLS, UTM)





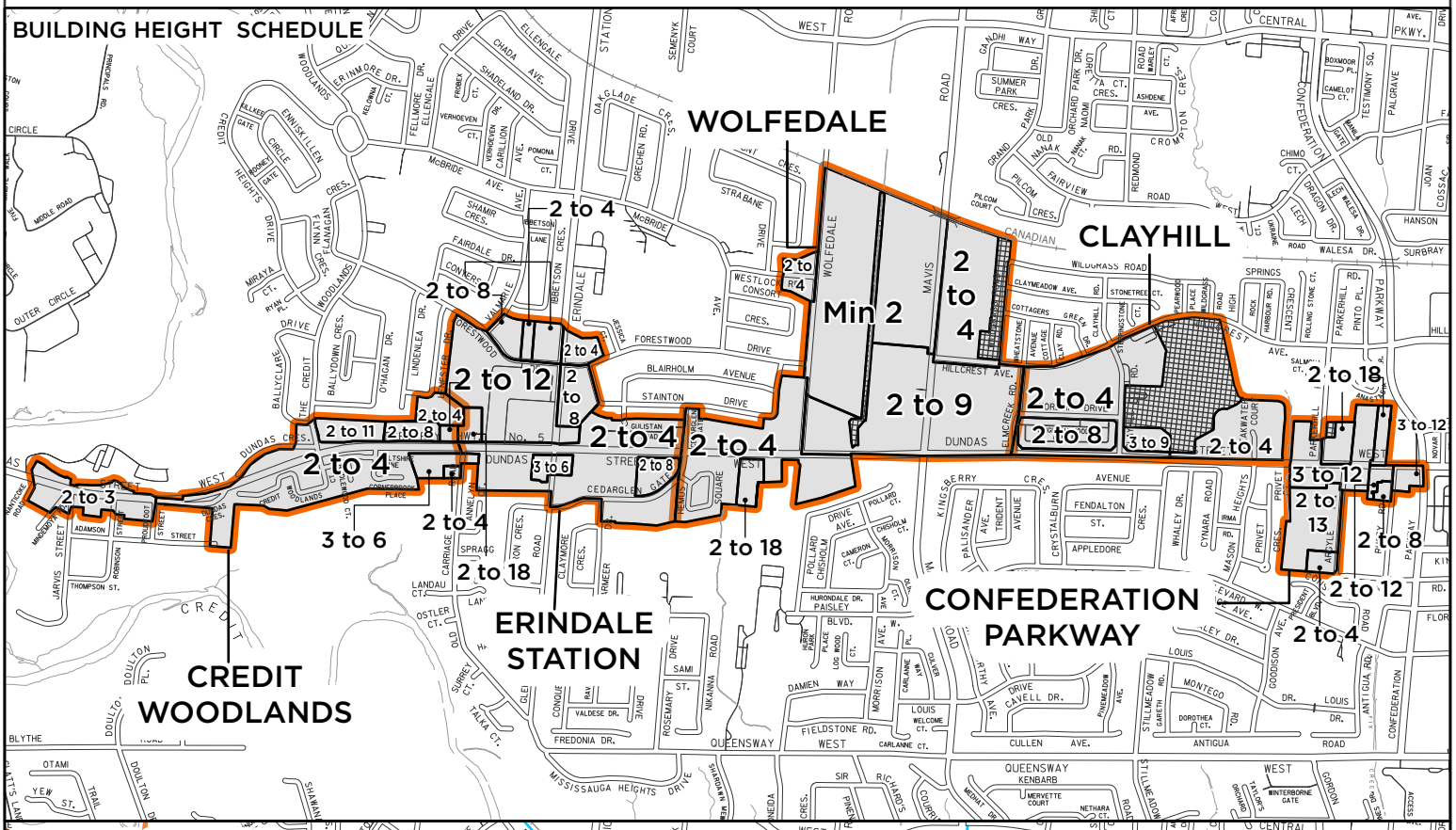
PMTSA Boundary (Height Map)
PMTSA Boundary (Land Use Map)
Min # to Max # (In Storeys)
Height Not Applicable
Business Employment
Greenlands
Residential High Density
Institutional
Residential Low Density I
Residential Low Density II
Residential Medium Density
Mixed Use
Mixed Use Limited
Motor Vehicle Commercial
Public Open Space
City Structure - Special Purpose Area
City Structure - Employment Area
City Structure - Community Node

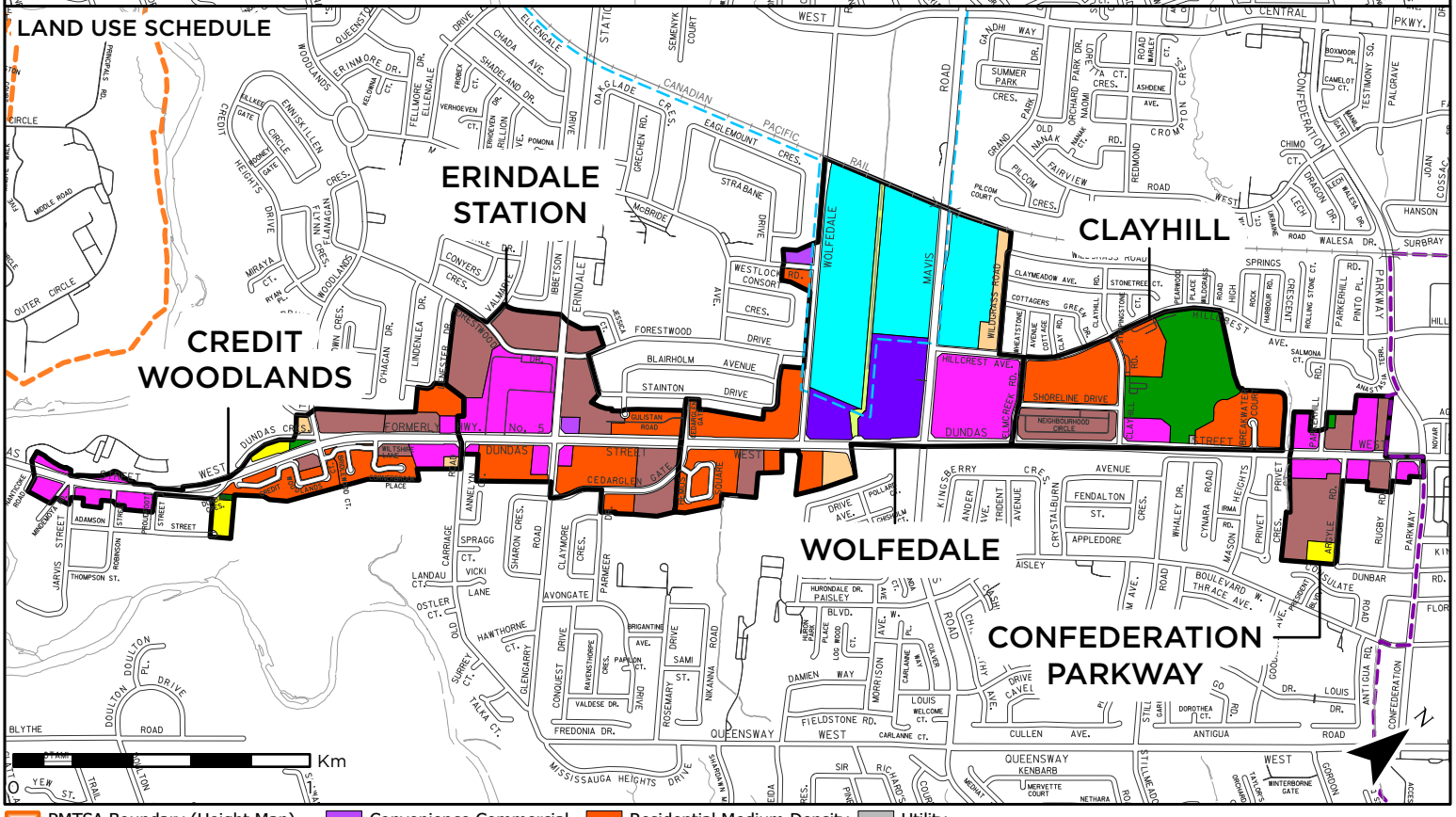
Schedule 11-E

MISSISSAUGA
Produced by Geospatial Solutions

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA) *5.7

(DUNDAS BRT- CREDIT WOODLANDS, ERINDALE STATION, WOLFEDALE, CONFEDERATION PARKWAY, CLAYHILL)





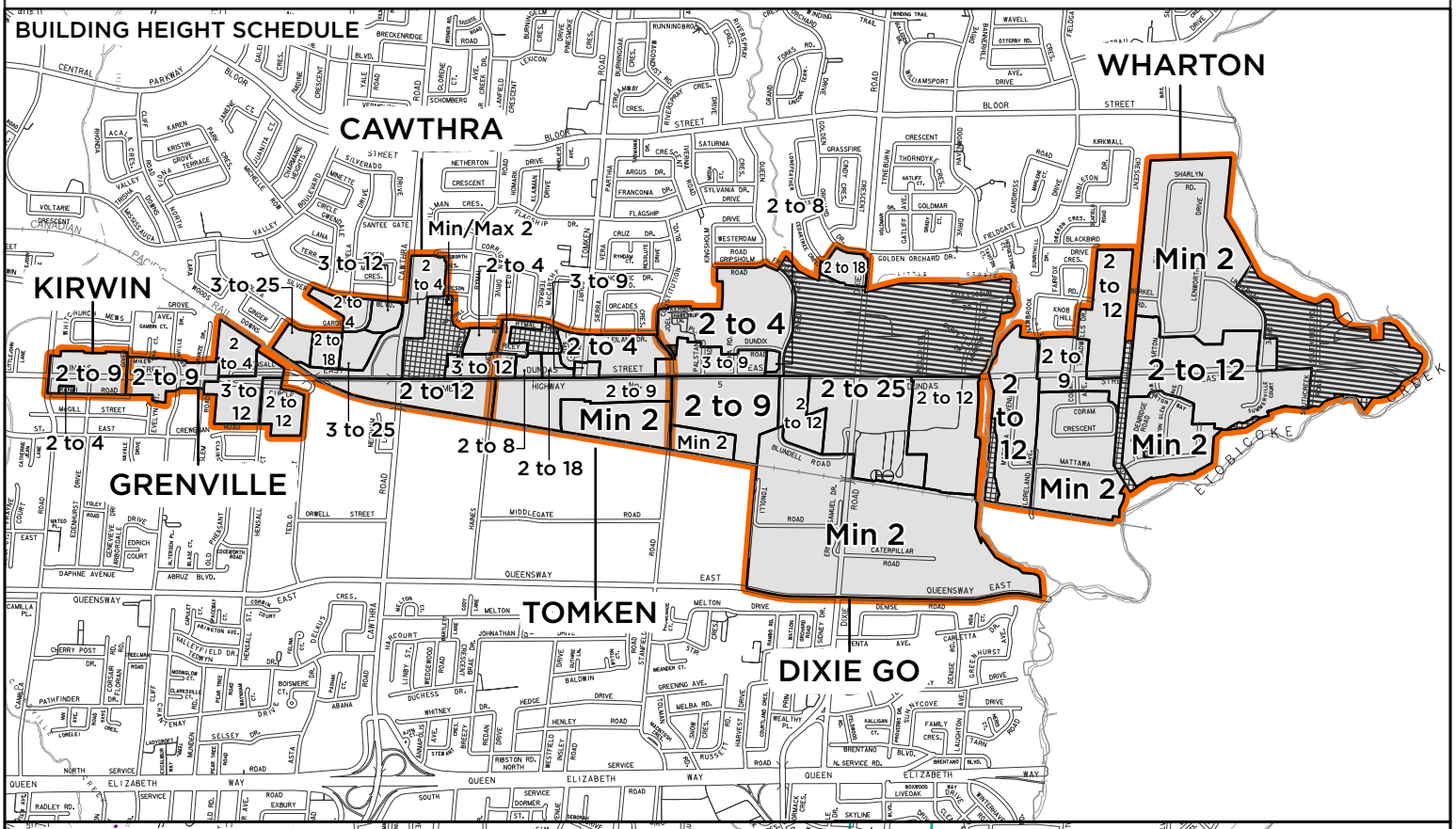
- PMTSA Boundary (Height Map)
- PMTSA Boundary (Land Use Map)
- Min # to Max # (In Storeys)
- Height Not Applicable
- Business Employment
- Convenience Commercial
- Greenlands
- Residential High Density
- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Mixed Use
- Mixed Use Limited
- Public Open Space
- Private Open Space
- Utility
- City Structure - Downtown
- City Structure - Special Purpose Area
- City Structure - Employment Area

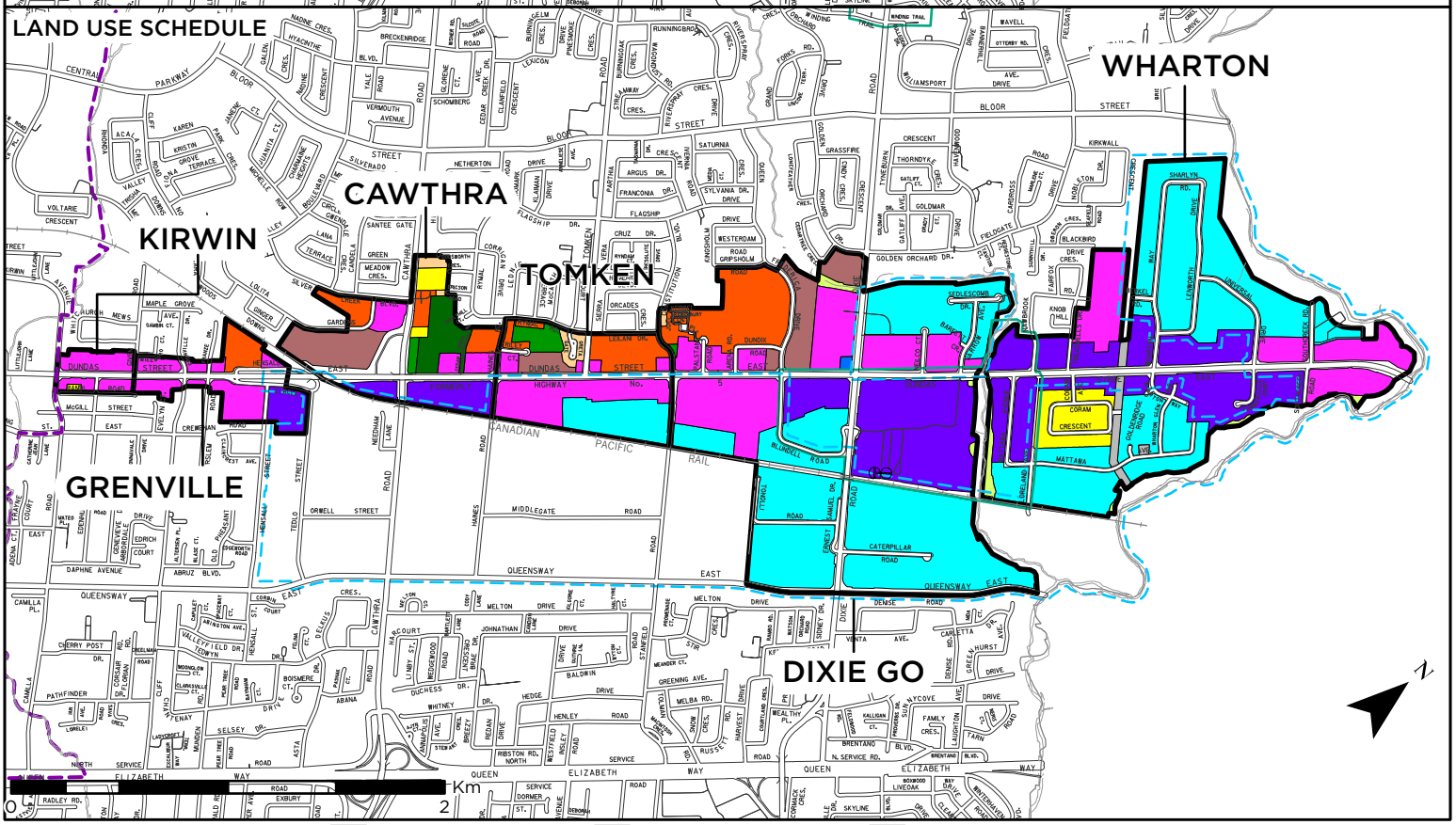
Schedule 11-F

MISSISSAUGA
Produced by Geospatial Solutions

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA) *5.7

(DUNDAS BRT- KIRWIN, GRENVILLE, CAWTHRA, TOMKEN, DIXIE GO, WHARTON)





- PMTSA Boundary (Height Map)
- PMTSA Boundary (Land Use Map)
- Min # to Max # (In Storeys)
- Height Not Applicable
- Subject to Special Policy Area
- Business Employment
- Greenlands
- Residential High Density
- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Mixed Use
- Mixed Use Limited
- Motor Vehicle Commercial
- Public Open Space
- Private Open Space
- Utility
- City Structure - Downtown
- City Structure - Community Node
- City Structure - Employment Area

Schedule 11-G

MISSISSAUGA
Produced by Geospatial Solutions

Notes:
Existing policies are shown in the black text; proposed new changes are shown in the red text; proposed deletions to existing policies are shown as ~~strike-outs~~; a text box around the policies/maps means that they will be implemented through the City's Major Transit Station Area official plan amendment. Text highlighted in yellow indicate a change from the draft official plan amendment presented to Planning and Development Committee on May 30, 2022.

5.4.16 Dundas Street Corridor

Dundas Street will continue its evolution towards a dynamic, urban, mixed-use corridor with multiple options for mobility including walking, cycling, and rapid transit. It will have a mix of residential, commercial and employment uses within a predominantly mid-rise built form with active storefronts, community facilities, public service facilities, integrated open spaces and amenities that result in an enhanced pedestrian experience. New public streets and pedestrian connections will be introduced to create smaller walkable blocks and multiple routes to key destinations.

Building heights will vary along the Corridor to reflect the City Structure and to visually emphasize key intersections. Buildings with the greatest heights will be located in proximity to the Dixie GO station area where several rapid transit lines intersect. The tallest mid-rise buildings will be located at the intersections of, Winston Churchill, Erin Mills, Erindale Station, and Cawthra, with lower building heights in between these areas.

The Dundas Street Corridor will see growth in population and employment, while respecting existing communities, businesses, and industries. Development along the Corridor will support existing employment uses and industries. Not all lands along the Corridor will be able to accommodate the introduction of new sensitive land uses such as residential, due to land use compatibility issues.

Policies shown in a text box are ***Protected Major Transit Station Area*** policies in accordance with the *Planning Act*. The Protected Major Transit Station Area policies of this section will not come into force and effect until the Major Transit Station Area policies of the Region of Peel Official Plan adopted by Region of Peel By-law 20-2022 is approved by the Minister of Municipal Affairs and Housing, and Mississauga Official Plan Amendment No. 144 is in force and effect.

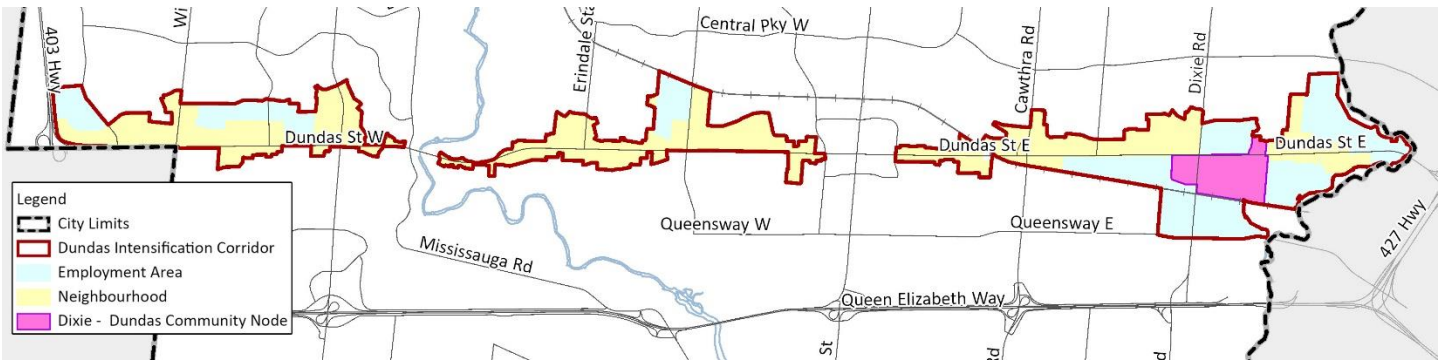
In the event of a conflict between the policies of the Region of Peel Official Plan as adopted by Region of Peel By-law 20-2022 and the policies of Mississauga Official Plan Amendment No. 142, the Region of Peel Official Plan policies will prevail.

5.4.16.1 Lands within the Dundas Street Corridor correspond to the delineated boundaries of the Major Transit Station Areas located along Dundas Street extending from the City of Toronto in the east to the Town of Oakville in the west as shown on Map 5-2.

5.4.16.2 Development will contribute to the creation of a predominantly mid-rise corridor, ~~where appropriate~~, with maximum building heights of 12 storeys except in key locations where additional heights are permitted, up to a maximum of 25 storeys. Specific height requirements for the corridor are identified in the ***Major Transit Station Area*** section of this Plan.

5.4.16.3 Development will be designed and located to:

a. ensure sufficient minimum ground floor building heights to accommodate changes in uses over time;



Map 5-2 Dundas Street Intensification Corridor

b. incorporate podiums that are generally a minimum of 3 storeys and a maximum of six storeys except where the building height is 9 storeys or less;

c. introduce flexible ground floor non-residential spaces that are easily convertible to accommodate a diverse range of businesses that promote the vibrancy of Dundas Street;

d. achieve a consistent streetwall with building indentations provided as visual relief;

e. promote active frontages in mixed-use buildings with ground floor uses that animate the street;

f. prohibit surface parking between a building and the street;

g. incorporate underground parking and for above grade structured parking, completely screen it by active uses along street frontages;

h. achieve transition to surrounding lands designated low density residential through angular plane provisions;

i. incorporate stepbacks between the podium and the tower portion of the building fronting Dundas Street;

j. maintain minimum separation distances between buildings to ensure sufficient access to sunlight, sky views and privacy; and

k. achieve noise attenuation of common private outdoor amenity areas through site design, building design and location, instead of noise walls.

5.4.16.4 Land use compatibility assessments will be required to determine the suitability of sensitive land uses, such as residential, in proximity to employment areas.

5.4.16.~~4~~5 Intensification and development on lands within the regulatory storm flood plain posing an unacceptable risk will not be permitted prior to the completion of City-initiated flood studies and the construction of recommended mitigation measures, where necessary to the satisfaction of the City and the conservation authority.

5.4.16.~~5~~6 An expanded parkland and open space system will provide green, safe, attractive public spaces that include a range of social and recreation activities, as well as connections to the Etobicoke Valley, Culham and Glen Erin Trail systems. The exact location, configuration, size and design of future parks will be determined through the development application process.

5.4.16.~~6~~7 The road network will be expanded to provide increased connectivity, a fine grained multi-modal transportation network, and encourage multi-modal access as shown conceptually in Figures 5-16.1 and 5-16.2, where:

a. the design, access requirements and public/private responsibilities for roads and pedestrian connections will be determined through the development application process;

b. smaller development blocks are created with new roads and pedestrian connections; and

c. pedestrian and cycling connections to transit facilities will be prioritized.

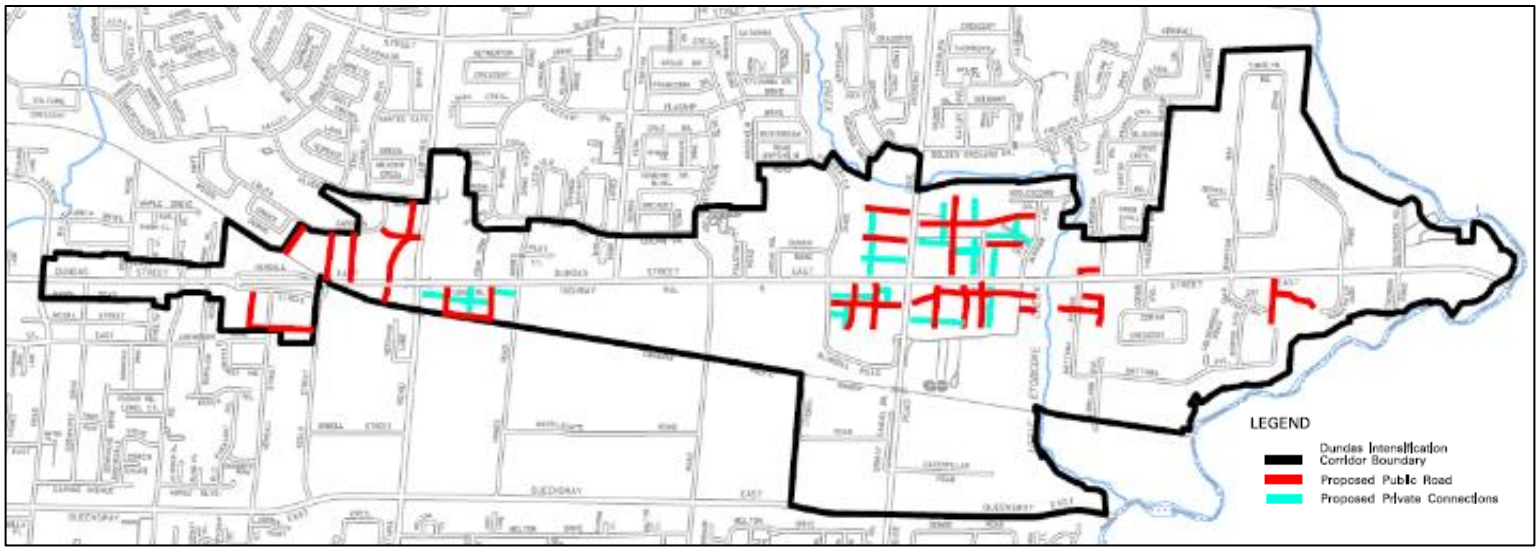


Figure 5-16.1: Conceptual road network expansion within and adjacent to the Dundas Street corridor east of Hurontario Street.

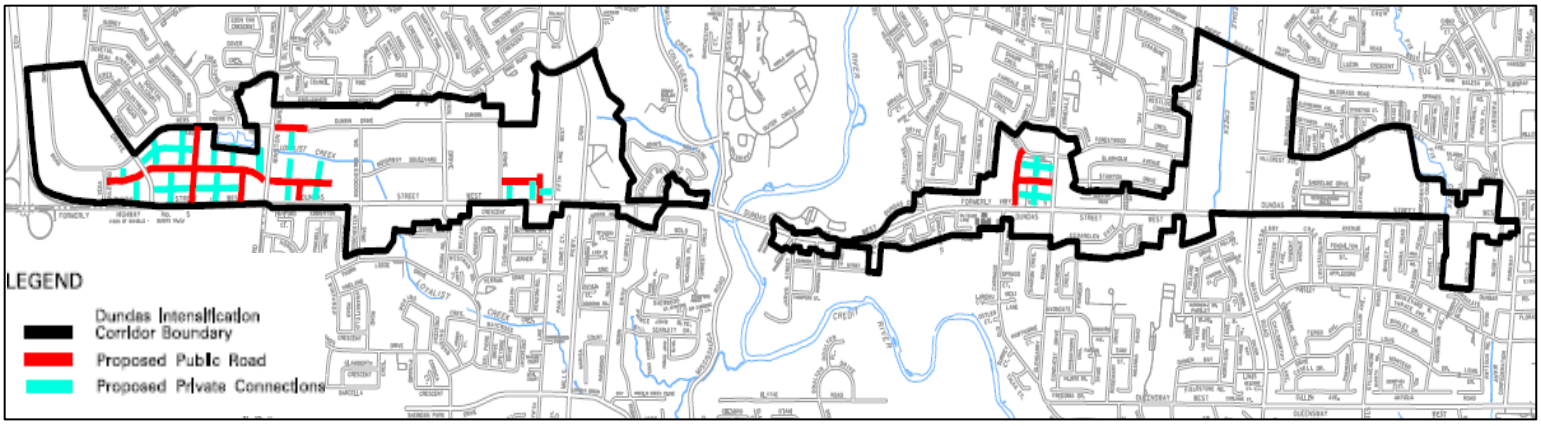


Figure 5-16.2: Conceptual road network expansion within and adjacent to the Dundas Street corridor west of Hurontario Street.

Notes:
Existing policies are shown in the black text; proposed new changes are shown in the red text; proposed deletions to existing policies are shown as ~~strike-outs~~; a text box around the policies/maps means that they will be implemented through the City's Major Transit Station Area official plan amendment. Text highlighted in yellow indicate a change from the draft official plan amendment presented to Planning and Development Committee on May 30, 2022.

11 General Land Use Designations

11.1 Introduction

The use and development of land will reflect all components of the Urban System: The Green System; City Structure and ***Corridors.*** Part Three is organized by the elements of the City Structure, as shown on Schedule 1b: Urban System - City Structure. These elements are:

- Downtown;
- Major Nodes;
- Community Nodes;
- Corporate Centres;
- Neighbourhoods;
- Employment Areas; and
- Special Purpose Areas.

General policies applicable city wide for all land use designations are included in this chapter. Chapters 12 to 18 contain modifications to the general policies specific to each of the above City Structure elements. These modifications may add or delete permitted uses.

Mississauga is also divided into a series of Character Areas, the boundaries of which are shown on Schedule 9. Chapters 12 to 18 also contain policies regarding Character Areas where the general policies may be further modified. Therefore, to determine permitted land uses, the policies of Chapter 11 must be read in conjunction with the policies in Chapters 12 to 18. Uses permitted in Chapters 11 to 18 will be permitted provided that all other policies of this Plan are met.

Local area plans are part of this Plan. A local area plan may be prepared for all or parts of Character Areas, ***Corridors*** or ***Major Transit Station Areas*** and are not necessarily coincident with the boundaries of these areas. A local area plan will contain general and detailed policies which elaborate on, or provide exception to the policies or schedules of this document, for the area to which it applies.

Schedule 10: Land Use Designations, identifies the uses of land permitted by Mississauga Official Plan and will be read in conjunction with Schedule 1b: Urban System - City Structure, as well as all other policies of this Plan. In the event of a conflict, the land use designations on Schedule 10 take precedence over the City Structure policies, and describe in detail the individual characteristics and policies that are distinct to each designation. Character Areas policies and local area plans are to be read in conjunction with all other policies of this Plan and take precedence in the event of a conflict.

Policies shown in a text box are ***Protected Major Transit Station Area*** policies in accordance with the *Planning Act*. The Protected Major Transit Station Area policies of this section will not come into force and effect until the Major Transit Station Area policies of the Region of Peel Official Plan adopted by Region of Peel By-law 20-2022 is approved by the Minister of Municipal Affairs and Housing, and Mississauga Official Plan Amendment No. 144 is in force and effect.

In the event of a conflict between the policies of the Region of Peel Official Plan as adopted by Region of Peel By-law 20-2022 and the policies of Mississauga

Official Plan Amendment No. 142, the Region of Peel Official Plan policies will prevail.

11.2.7 Mixed Use Limited

11.2.7.1 Lands designated Mixed Use Limited will permit all uses within the Mixed Use Designation, except:

a. sensitive land uses, including residential; and

b. drive-through facilities.

11.2.7.2 Notwithstanding the policies of this Plan, existing drive-through facilities will be permitted as they existed on the day these policies come into effect.

11.2.7.3 ~~In some areas,~~ R~~r~~esidential uses and other sensitive land uses may be ~~considered~~ permitted without amendment to this Plan where the use:

a. is appropriate in accordance with the policies of this Plan;

b. can be appropriately designed, buffered and/or separated from Employment Areas and/or major facilities;

c. is not impacted by adverse effects from air, vibration, noise, dust, odour and other fugitive emissions;

d. does not pose a risk to public health and safety;

e. prevents or mitigates negative impacts and minimizes the risk of complaints;

f. has regard for City land requirements relating to hazard land identified through flood mitigation studies;

g. does not compromise the ability of existing nearby employment uses to comply with environmental approvals, registrations, legislations, regulations and guidelines; and

h. permits Employment Areas to be developed for their intended purpose.

11.2.7.5 The introduction of sensitive land uses, such as residential, should not negatively impact the continued viability of existing nearby businesses and industries.

11.2.7.6 Development on lands within a floodplain, will not be permitted prior to the completion of City-initiated flood studies and the construction of recommended mitigation measures where necessary.

11.2.7.7 A holding provision may be placed on lands where the ultimate desired use of the lands is specified but development cannot proceed until conditions set out in this Plan, or in an implementing by-law, are satisfied.

11.2.7.8 Conditions to be met prior to the removal of a holding provision, include but are not limited to the following:

a. acceptance of compatibility assessments, as identified by the City;

b. acceptance of flood mitigation recommendations; and

c. all flood remedial works are complete and deemed functional to the satisfaction of the City, conservation authority, the Province and other regulatory bodies.

11.2.~~7~~8 Office

11.2.~~7~~8.1 In addition to the Uses Permitted in all Designations, lands designated Office will also permit the following uses:

c. major office;

d. ***secondary office***; and

e. accessory uses.

11.2.~~7~~8.2 Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.

11.2.~~7~~8.3 All accessory uses should be on the same lot and clearly subordinate to the functioning of the permitted use.

11.2.~~8~~9 Institutional

11.2.~~8~~9.1 In addition to the Uses Permitted in all Designations, lands designated Institutional will also permit the following uses:

a. hospital;

b. post-secondary educational facility;

c. residential dwellings associated with an institutional use; and

d. accessory uses.

11.2.~~8~~9.2 Institutional uses will be located in Intensification Areas or on a ***Corridor***.

11.2.~~8~~9.3 Institutional uses will be located and designed to minimize adverse effects on adjoining residential areas.

11.2.~~8~~9.4 Accessory uses should generally be limited to a maximum of 20% of the total Gross Floor Area (GFA) and should be on the same lot, clearly subordinate to the functioning of the permitted use.

11.2.~~8~~9.5 A ***cogeneration*** facility will be permitted as an accessory use.

11.2.~~9~~10 Convenience Commercial

11.2.~~9~~10.1 In addition to the Uses Permitted in all Designations, lands designated Convenience Commercial will also permit the following uses:

a. commercial parking facility;

b. entertainment, recreation and sports facilities;

c. financial institution;

d. gas bar;

e. personal service establishment;

f. residential; in conjunction with other permitted uses;

g. restaurant;

h. retail store; and

i. ***secondary office***.

11.2.~~9~~10.2 Gas bars will be permitted provided they are adjacent to a ***Corridor***.

11.2.~~9~~10.3 Residential uses will be permitted in the same building with another permitted use but dwelling units will not be permitted on the ground floor.

11.2.~~9~~10.4 Residential uses will not be permitted on the ground floor frontage.

11.2.~~9~~10.5 Residential uses will not be permitted in combination with a gas bar.

11.2.~~9~~10.6 Notwithstanding the policies of this Plan, existing drive-through facilities will be permitted as they existed on the day these policies come into effect.

11.2.~~9~~10.7 Zoning by-law amendments will be required for new drive-through facilities in Intensification Areas and may be permitted where it can be demonstrated that the drive-through facility will not interfere with the intended function and form of the Character Area. Such applications may be permitted in circumstances where the location, design and function of the drive-through facility achieves the intent of the Plan, including, but not limited to, policies regarding the following:

a. minimum height;

b. minimal building setback;

c. continuity of the planned built form;

d. continuity and character of the ***streetscape***;

e. no driveways or parking areas between the building and the street;

f. active facades that address principal street frontages, and

g. the provision for pedestrian movement into and through the site.

The application will address, among other matters, the nature of surrounding uses, the specific location of the site within the Character Area, and opportunities for the integration of the drive-through facility with other uses within the development.

11.2.~~9~~10.8 Drive-through facilities may be permitted in non-intensification areas, provided that the proposed development does not interfere with the intended function and form of these Character Areas. Drive-through facilities may be permitted where the location, design and function of the drive-through facility achieves the intent of the Plan and adequately addresses to the satisfaction of the City, among other matters, the nature of surrounding areas, compatibility with surrounding uses, the specific location of the site within the Character Area and opportunities for the integration of the drive-through facility with other uses within the development.

11.2.~~10~~11 Motor Vehicle Commercial

11.2.~~10~~11.1 In addition to the Uses Permitted in all Designations, lands designated Motor Vehicle Commercial will also permit the following uses:

a. gas bar;

b. motor vehicle repair;

c. motor vehicle service station; and

d. motor vehicle wash.

11.2.~~10~~11.2 Retail stores and take-out restaurants which may include a drive-through facility will be permitted accessory to Motor Vehicle Commercial uses.

11.2.~~10~~11.3 Motor Vehicle Commercial uses will be encouraged to locate at intersections, except where such locations are important or sensitive in terms of city image, area character, ***streetscape*** or significant natural features.

11.2.~~10~~11.4 Motor Vehicle Commercial uses will be discouraged as single uses at important intersections and should be integrated with other commercial development.

11.2.~~10~~11.5 Generally more than one Motor Vehicle Commercial use at any intersection will be discouraged. However, a maximum of two Motor Vehicle Commercial uses may be permitted at any intersection. When two Motor Vehicle Commercial uses locate at the same intersection they are encouraged to locate at diagonally opposite corners, where feasible.

11.2.~~10~~11.6 Motor Vehicle Commercial uses along the same street are encouraged to locate on alternate sides of the street.

11.2.~~11~~12 Business Employment

11.2.~~11~~12.1 In addition to the Uses Permitted in all Designations, lands designated Business Employment will also permit the following uses:

a. adult entertainment establishment;

b. animal boarding establishment which may include outdoor facilities;

c. banquet hall;

d. body rub establishment;

e. broadcasting, communication and utility rights-of-way;

f. cardlock fuel dispensing facility;

g. commercial parking facility;

h. commercial school;

i. conference centre;

j. entertainment, recreation and sports facilities;

k. financial institution;

l. funeral establishment;

m. manufacturing;

n. Motor Vehicle Commercial;

o. motor vehicle body repair facilities;

p. motor vehicle rental;

q. overnight accommodation;

r. research and development;

s. restaurant;

t. ***secondary office***;

u. self storage facility;

v. transportation facilities;

w. trucking terminals;

x. warehousing, distributing and wholesaling;

y. ***waste processing stations*** or ***waste transfer stations*** and composting facilities; and

z. accessory uses.

11.2.~~11~~12.2 The maximum ***floor space index (FSI)*** for ***secondary offices*** is 1.0.

11.2.~~11~~12.3 Permitted uses will operate mainly within enclosed buildings.

11.2.~~11~~12.4 Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.

11.2.~~11~~12.5 All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use.

11.2.~~11~~12.6 Notwithstanding the policies of this Plan, existing drive-through facilities will be permitted as they existed on the day these policies come into effect.

11.2.~~11~~12.7 Zoning by-law amendments will be required for new drive-through facilities in Intensification Areas and may be permitted where it can be demonstrated that the drive-through facility will not interfere with the intended function and form of the Character Area. Such applications may be permitted in circumstances where the location, design and function of the drive-through facility achieves the intent of the Plan, including, but not limited to, policies regarding the following:

a. minimum height;

b. minimal building setback;

c. continuity of the planned built form;

d. continuity and character of the streetscape;

e. no driveways or parking areas between the building and the street;

f. active facades that address principal street frontages, and

g. the provision for pedestrian movement into and through the site.

The application will address, among other matters, the nature of surrounding uses, the specific location of the site within the Character Area, and opportunities for the integration of the drive-through facility with other uses within the development.

11.2.~~11~~12.8 Drive-through facilities may be permitted in non-intensification areas, provided that the proposed development does not interfere with the intended function and form of these Character Areas. Drive-through facilities may be permitted where the location, design and function of the drive-through facility achieves the intent of the Plan and adequately addresses to the satisfaction of the City, among other matters, the nature of surrounding areas, compatibility with surrounding uses, the specific location of the site within the Character Area, and opportunities for the integration of thedrive-through facility with other uses within the development.

11.2.~~12~~13 Industrial

11.2.~~12~~13.1 In addition to the Uses Permitted in all Designations, lands designated Industrial will also permit the following uses:

a. adult entertainment establishment;

b. animal boarding establishment which may include an outdoor facility;

c. banquet hall;

d. body rub establishment;

e. broadcasting, communication and utility rights-of-way;

f. cardlock fuel dispensing facility;

g. commercial school;

h. conference centre;

i. entertainment, recreation and sports facilities;

j. financial institution;

k. funeral establishment;

l. ***major power generating facility***;

m. manufacturing;

n. motor vehicle body repair facility;

o. Motor Vehicle Commercial uses;

p. motor vehicle rental facility;

q. outdoor storage and display area;

r. overnight accommodation;

s. research and development;

t. restaurant;

u. ***secondary office***;

v. self storage facility;

w. transportation facility;

x. trucking terminal;

y. warehousing, distributing and wholesaling;

z. ***waste processing stations*** or ***waste transfer stations*** and composting facilities; and

aa. accessory uses.

11.2.~~12~~13.2 The maximum ***floor space index (FSI)*** for ***secondary offices*** is 0.5.

11.2.~~12~~13.3 Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.

11.2.~~12~~13.4 All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use.

11.2.~~12~~13.5 Notwithstanding the policies of this Plan, existing drive-through facilities will be permitted as they existed on the day these policies come into effect.

11.2.~~12~~13.6 Zoning by-law amendments will be required for new drive-through facilities in Intensification Areas and may be permitted where it can be demonstrated that the drive-through facility will not interfere with the intended function and form of the Character Area. Such applications may be permitted in circumstances where the location, design and function of the drive-through facility achieves the intent of the Plan, including, but not limited to, policies regarding the following:

a. minimum height;

b. minimal building setback;

c. continuity of the planned built form;

d. continuity and character of the ***streetscape***;

e. no driveways or parking areas between the building and the street;

f. active facades that address principal street frontages, and

g. the provision for pedestrian movement into and through the site.

The application will address, among other matters, the nature of surrounding uses, the specific location of the site within the Character Area, and opportunities for the integration of the drive-through facility with other uses within the development.

11.2.~~12~~13.7 Drive-through facilities may be permitted in non-intensification areas, provided that the proposed development does not interfere with the intended function and form of these Character Areas. Drive-through facilities may be permitted where the location, design and function of the drive-through facility achieves the intent of the Plan and adequately addresses to the satisfaction of the City, among other matters, the nature of surrounding areas, compatibility with surrounding uses, the specific location of the site within the Character Area and opportunities for the integration of the drive-through facility with other uses within the development.

11.2.~~13~~14 Parkway Belt West

11.2.~~13~~14.1 Lands designated Parkway Belt West will be governed by the provisions of the Parkway Belt West Plan.

11.2.~~13~~14.2 Notwithstanding the provisions of the Parkway Belt West Plan, the following uses will not be permitted:

a. ***major power generating facility***; and

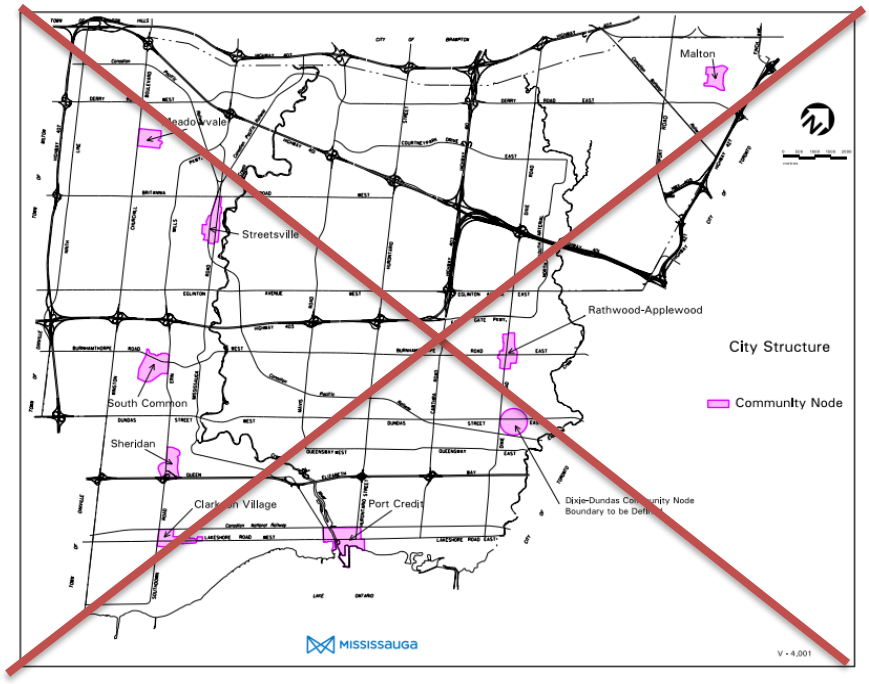
b. ***waste processing stations*** or ***waste transfer stations*** and composting facilities.

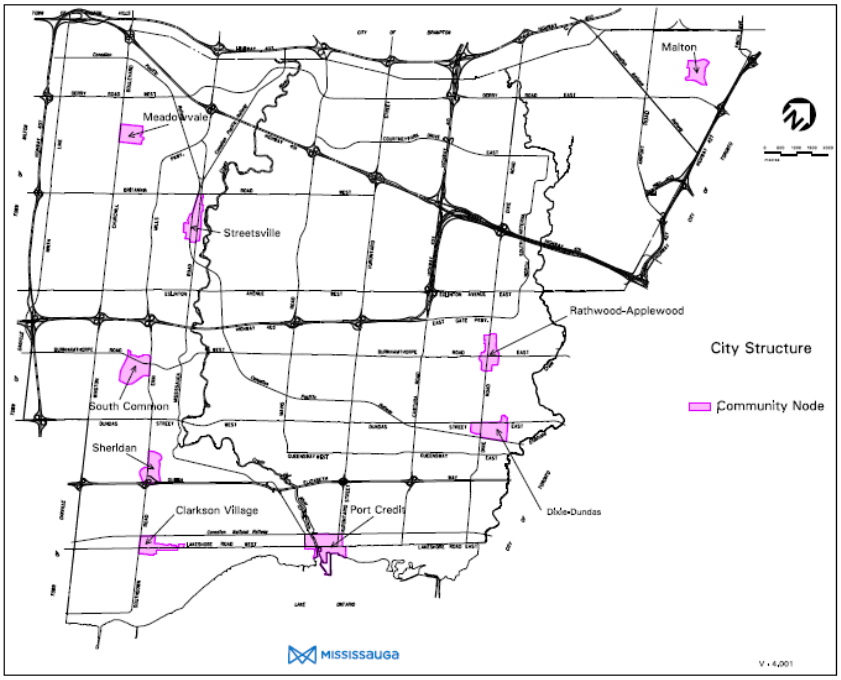
11.2.~~14~~15 Airport

11.2.~~14~~15.1 Lands designated Airport permit all uses that support Airport operations, the needs of the traveling public and Airport employees.

Notes:
Existing policies are shown in the black text; proposed new changes are shown in the red text; proposed deletions to existing policies are shown as ~~strike-outs~~; a text box around the policies/maps means that they will be implemented through the City's Major Transit Station Area official plan amendment. Text highlighted in yellow indicate a change from the draft official plan amendment presented to Planning and Development Committee on May 30, 2022.

14 Community Nodes





Map 14-1: City Structure – Community Node

14.1 Introduction

There are nine Community Node Character Areas in Mississauga:

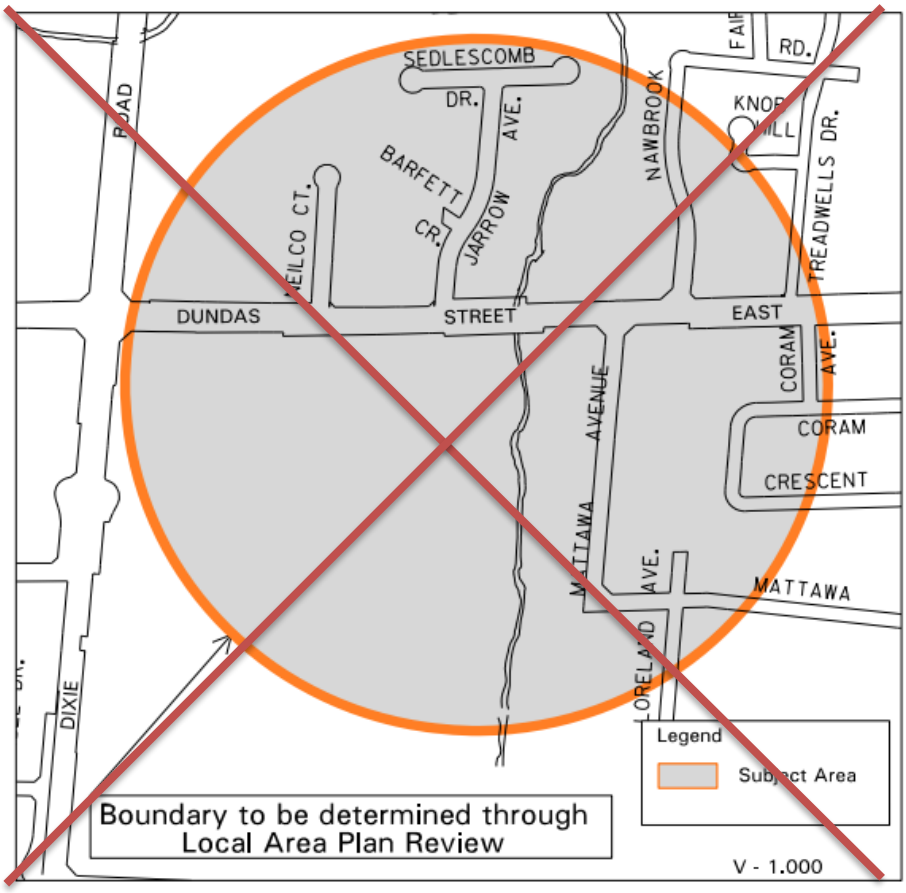
- Clarkson Village;
- Dixie-Dundas;
- Malton;
- Meadowvale;
- Port Credit;
- Rathwood-Applewood;
- Sheridan;
- South Common; and
- Streetsville.

This section identifies the modifications to the General Land Use designations in Chapter 11 that apply to all Community Nodes. Policies shown in a ~~blue~~ text box are ***Protected Major Transit Station Area*** policies in accordance with ~~the provisions of Subsection 16(16) of~~ the *Planning Act*. The ***Protected Major Transit Station Area*** policies of this section will not come into force and effect until the Major Transit Station Area policies of the Region of Peel Official Plan adopted by Region of Peel By-law 20-2022 is approved by the Minister of Municipal Affairs and Housing, and Mississauga Official Plan Amendment No. 144 is in force and effect.

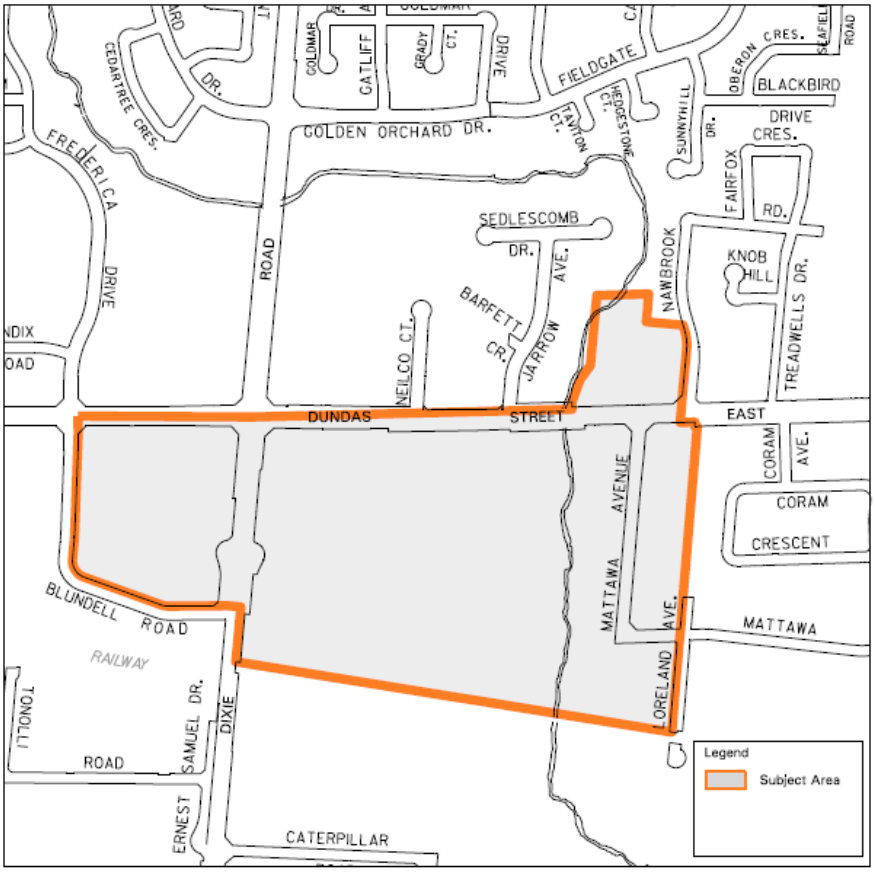
In the event of a conflict between the policies of the Region of Peel Official Plan as adopted by Region of Peel By-law 20-2022 and the policies of Mississauga Official Plan Amendment No. 142, the Region of Peel Official Plan policies will prevail.

14.3 Dixie-Dundas

~~The boundary of and official plan policies for lands within the Dixie-Dundas Community Node will be determined through a Local Area Plan review. Until such time as the Local Area Plan review is completed, the official plan policies are contained in the Dixie Employment Area Character Area Policies.~~



Map 14-3: Dixie-Dundas Community Node Character Area



Map 14-3: Dixie-Dundas Community Node Character Area

14.3.1 Introduction

The Dixie-Dundas Community Node is located within the Dundas Street Corridor and encompasses the major intersection of Dundas Street East and Dixie Road. It forms part of the Wharton and Dixie GO ***Protected Major Transit Station Areas***.

The Community Node is bisected by the Little Etobicoke Creek natural area and will encompass a range of land uses such as employment, commercial, retail, and residential. The Dixie GO Station, located adjacent to the southern boundary of the Community Node, serves as a transit link to surrounding areas.

14.3.2 Vision

The Dixie-Dundas Community Node will evolve to be a unique mixed-use community that is well served by frequent local and higher order transit, such as the Dixie GO Station and the Dundas Bus Rapid Transit. It will include diverse employment, commercial, institutional, and residential uses. A range of housing options, forms and tenure will be provided to meet the needs of a diverse and growing community. The natural heritage of the Little Etobicoke Creek will be protected and enhanced by expanding the existing parks and open space system and enhancing the existing trail network.

Growth will be compatible with surrounding employment and residential uses supported by multi-modal connections to nearby amenities.

14.3.3 Land Use

14.3.3.1 The Community Node will be developed as a mixed use community with a balanced range of residential and non-residential uses.

14.3.3.2 Development with a mix of uses will be provided along Dundas Street and Dixie Road.

14.3.3.3 Development within the Regional Storm floodplain will be restricted pending the completion of City-initiated flood studies and the construction of

any required mitigation measures. Holding provisions will be applied until the completion of these studies and the construction of any required mitigation measures prior to development.

14.3.3.4 Conditions to be met prior to the removal of a holding provision set out in 14.3.3.3, include but are not limited to the following:

a. acceptance of compatibility assessments, as identified by the City;

b. acceptance of flood mitigation recommendations; and

c. all flood remedial works are complete and deemed functional to the satisfaction of the City, conservation authority, the Province and other regulatory bodies.

14.3.3.5 Development adjacent to Dundas Street or Dixie Road will include non-residential uses on the ground floor.

14.3.3.6 New sensitive land uses, such as residential uses, in proximity to employment uses will be subject to required land use compatibility assessments to determine suitability.

14.3.4 Heights

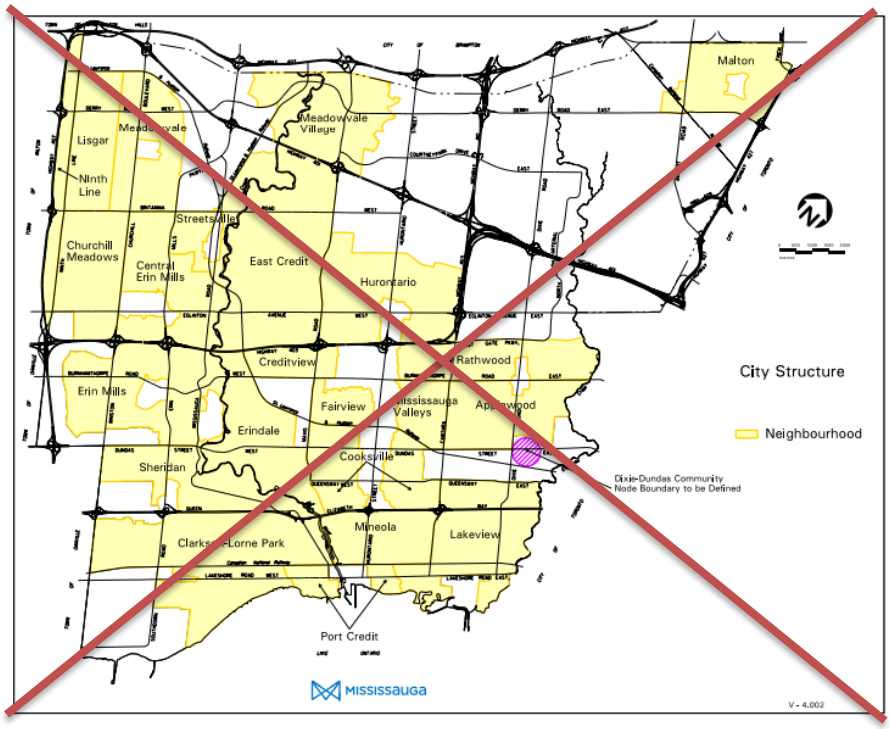
14.3.4.1 Buildings with the greatest heights will be located at the intersection of Dundas Street and Dixie Road as shown on Schedule 11: Protected Major Transit Station Areas.

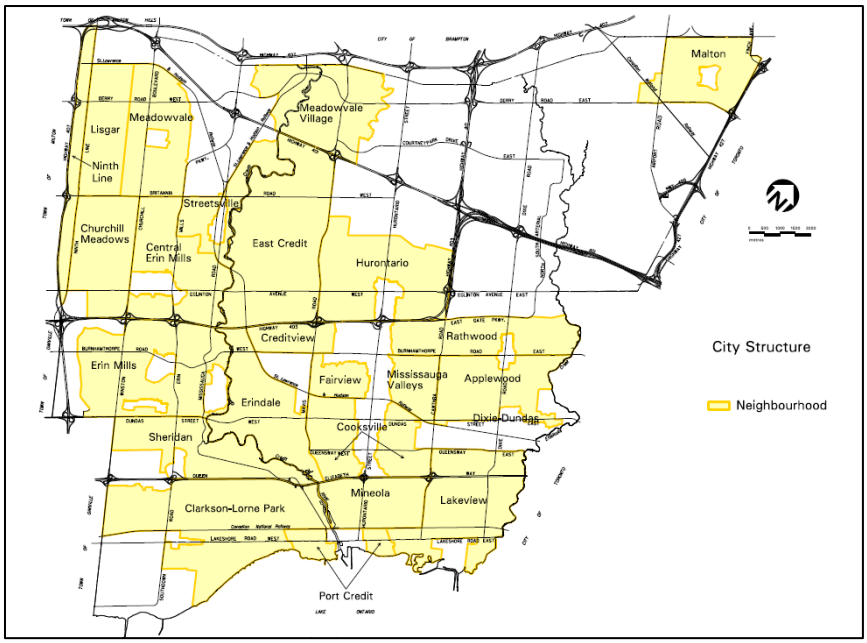
~~14.3.5 Special Site Policies~~

~~There are sites within the Character Area that merit special attention and are subject to the following policies.~~

Notes:
Existing policies are shown in the black text; proposed new changes are shown in the red text; proposed deletions to existing policies are shown as ~~strike-outs~~; a text box around the policies/maps means that they will be implemented through the City's Major Transit Station Area official plan amendment. Text highlighted in yellow indicate a change from the draft official plan amendment presented to Planning and Development Committee on May 30, 2022.

16 Neighbourhoods





16.1 Introduction

There are 23 Neighbourhood Character Areas in Mississauga:

- Applewood;
- Central Erin Mills;
- Churchill Meadows;
- Clarkson-Lorne Park;
- Cooksville;
- Creditview
- East Credit;
- Erindale;
- Erin Mills;
- Fairview;
- Hurontario;
- Lakeview;
- Lisgar;
- Malton;
- Meadowvale;
- Meadowvale Village;
- Mineola;
- Mississauga Valleys;
- Ninth Line
- Port Credit;
- Rathwood;
- Sheridan; and
- Streetsville.

This section identifies the modifications to the General Land Use designations in Chapter 11 that apply to all Neighbourhoods. ~~Policies shown in a blue box are ***Protected Major Transit Station Area*** policies in accordance with the provisions of Subsection 16(16) of the *Planning Act*.~~

16.1.1 General

16.1.1.1 For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.

16.1.1.2 Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:

a. an appropriate transition in heights that respects the surrounding context will be achieved;

b. the development proposal enhances the existing or planned development;

c. the City Structure hierarchy is maintained; and

d. the development proposal is consistent with the policies of this Plan.

16.1.2 Residential

16.1.2.1 To preserve the character of lands designated Residential Low Density I and Residential Low Density II, the minimum frontage and area of new lots will be evaluated in the context of the existing lot pattern in the surrounding area.

16.1.2.2 Where the Residential Medium Density policies of this Plan permit low-rise apartment dwellings, they will be encouraged to locate on ***Corridors***.

16.1.2.3 Existing detached and semi-detached dwellings on lands designated Residential Medium Density are deemed to conform to the Residential Medium Density designation and policies of this Plan.

16.1.2.4 Proposals for additional development on lands with existing apartment buildings will recognize

and provide appropriate transition to adjacent low density residential uses.

16.1.3 Office

16.1.3.1 Notwithstanding the Office policies of this Plan, the following use will not be permitted:

a. Major office.

16.1.3.2 Notwithstanding the office policies of this Plan, the maximum ***floor space index (FSI)*** for ***secondary office*** is 0.5.

16.1.4 Institutional

16.1.4.1 The Institutional designation will not be permitted, except for lands designated Institutional at the time this Plan comes into effect.

16.1.5 Business Employment

16.1.5.1 The Business Employment designation will not be permitted, except for lands designated Business Employment at the time this Plan comes into effect.

16.1.5.2 Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:

a. adult entertainment establishments;

b. animal boarding establishment;

c. bodyrub establishment;

d. cardlock fuel dispensing;

e. motor vehicle body repair facility;

f. Motor Vehicle Commercial;

g. outdoor storage and display areas related to a permitted manufacturing use;

h. transportation facilities;

i. trucking terminals;

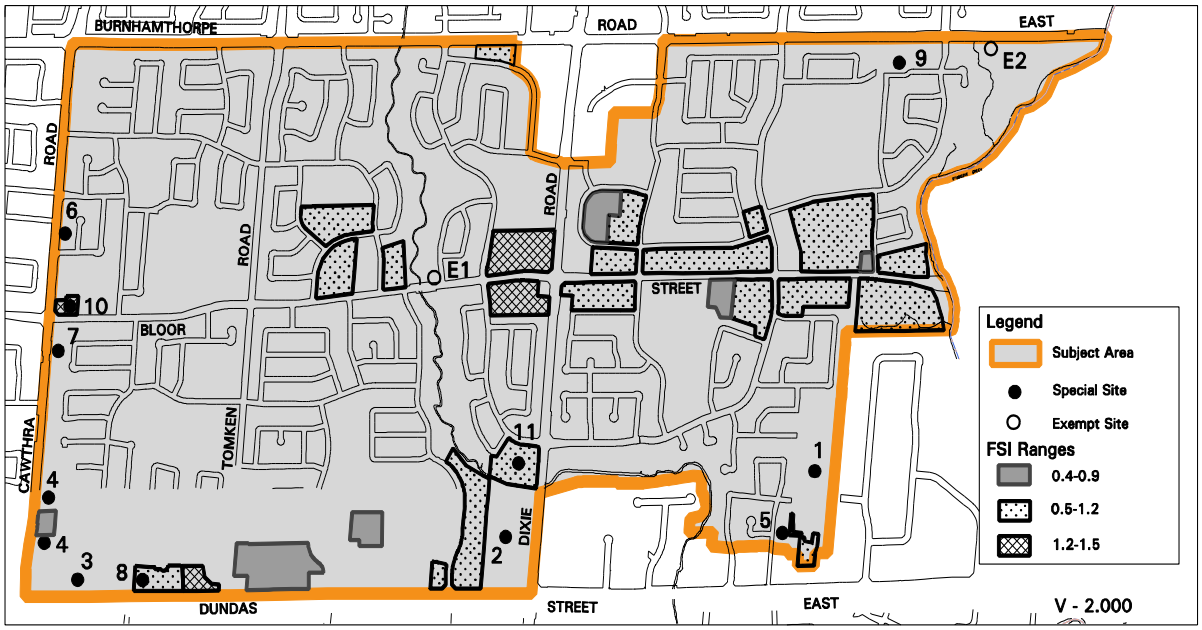
j. self storage facilities; and

k. ***waste processing stations*** or ***waste transfer stations*** and composting facilities.

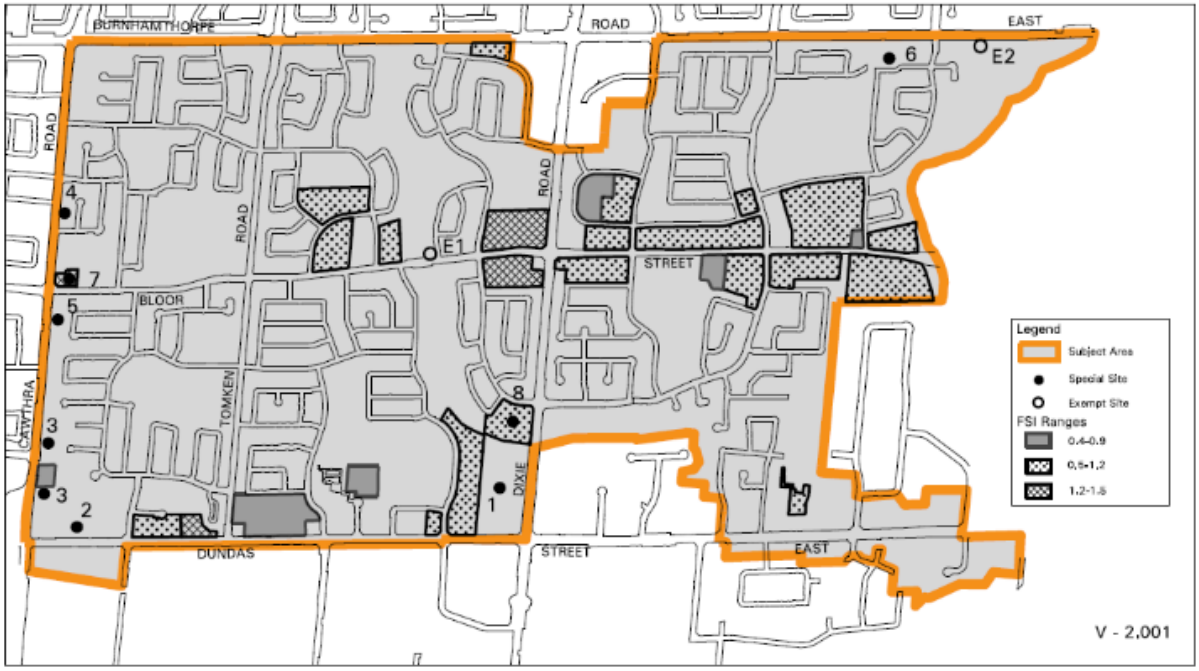
16.1.6 Industrial

16.1.6.1 The Industrial designation will not be permitted.

16.2 Applewood



Map 16-2: Applewood Neighbourhood Character Area



Map 16-2: Applewood Neighbourhood Character Area

16.2.1 Context

Applewood is a mature and well-established neighbourhood with a mix of detached, semi-detached, townhouse and apartment dwellings. Apartments are predominantly located along arterial and major roads and are an important piece of the overall housing stock. Apartments should be retained to provide housing options for varying lifestyle and economic needs. Retail and service uses are dispersed throughout the neighbourhood.

Arterial roads such as Burnhamthorpe Road, Dixie Road, Cawthra Road, and Dundas Street East and major collector roads like Bloor Street and Tomken Road will be the focus of future low-rise and mid-rise mixed use development. Dundas Street is an Intensification Corridor where higher densities and a greater mix of uses are encouraged to support higher-order transit. New retail, service and office uses, and higher density infill residential will be directed to these streets to reinforce a sense of place and create a complete, healthy community. New development within the neighbourhood will respect the existing lotting and street pattern, height, scale and building typology.

Streetscape improvements for portions of Cawthra Road and Dixie Road are encouraged to enhance the pedestrian realm. This may be achieved through landscaping, wider sidewalks, street trees, and/or multi-use trails.

A well-developed open space system weaves throughout the neighbourhood providing important pedestrian connections and gathering spaces. The existing parks and natural heritage features are of great importance and can be enhanced through additional community programming and site improvements that benefit people of all ages and abilities.

16.2.2 Urban Design Policies

Bloor Street

16.2.2.1 East of Dixie Road, development consists primarily of high density residential uses, with some mixed uses. The following policies apply to development or infilling of this segment of the street to encourage an improved pedestrian environment:

l. High density residential development should relate to the street, with buildings sited to minimize setbacks from Bloor Street. Efforts to develop a continuous street frontage through the construction of ground related podium structures (not including above ground parking structures), intensive landscaping at the street edge, and the orientation of buildings parallel to the street are encouraged; and

m. The mixed use properties on Bloor Street should have a stronger relationship to Bloor Street, with the main entrances of the buildings oriented towards Bloor Street and at least half of the linear frontage occupied by built form, wherever possible.

Dundas Street East

16.2.2.2 Dundas Street East is a higher-order transit corridor that crosses through a number of ***Protected Major Transit Station Areas.*** Lands along and adjacent to Dundas Street East have the potential to accommodate future growth within mixed use development, providing a range of housing types and affordability options. Emphasis on connectivity and multi-modal access along the corridor will be integrated with appropriate built form and an enhanced parks and open space system, as per the Dundas Corridor policies of this Plan.

~~16.2.2.2 Creative massing solutions are encouraged in the design of built form and site layouts for mixed use lands on Dundas Street East. The height of buildings should be maximized, and the amount of parking between the front building façade and the street line decreased. Emphasis should be placed upon creative and effective landscape treatment. Signs should form an integral part of the overall concept of site and building design.~~

~~16.2.2.3 In high density residential development, efforts to develop a continuous street frontage through the orientation of buildings parallel to the~~

~~street and the placement of significant building mass adjacent to the street edge are encouraged. Where this is not possible, the construction ground related podium structures (not including above ground parking structures) and intensive landscaping at the street edge, may be considered.~~

~~16.2.2.4 Pedestrian activity on lands designated Mixed Use at the northwest corner of Dundas Street East and Dixie Road should be encouraged by:~~

~~a. minimizing building setbacks and the amount of parking between the front façade of buildings and the street;~~

~~b. orienting buildings parallel to the street with a significant portion of the building mass located along the street frontage; and~~

~~c. providing a continuous landscape area between the front wall of buildings and the street.~~

16.2.3 Land Use

16.2.3.1 ~~For Medium and High Density Development, new development should not exceed the height of any existing buildings on the property, and be further limited in height so as to form a gradual transition in massing when located adjacent to low density residential development.~~ For development on Residential Medium Density and Residential High Density designated lands not located within a protected ***Major Transit Station Area***, new development should not exceed the height of any existing buildings on the property, and will be further limited in height so as to form a gradual transition in massing when located adjacent to lands designated as Residential Low Density I and II.

Buildings immediately adjacent to low density housing forms should be limited to three storeys. In situations where the low density housing forms are separated from the high density development by a public road, park, utility or other permanent open space feature, four to five storeys may be compatible.

16.2.3.2 Lands designated Residential Low Density II will not permit the following uses:

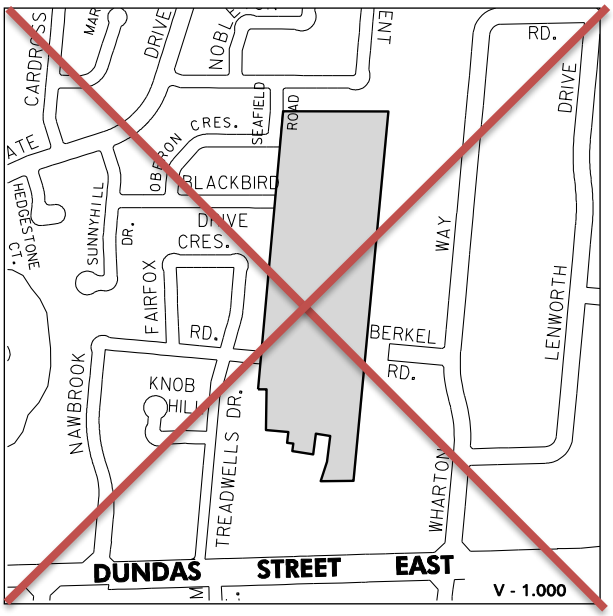
a. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

16.2.3.3 Lands designated Residential Medium Density will also permit low-rise apartment dwellings.

16.2.4 Special Site Policies

There are sites within the Character Area that merit special attention and are subject to the following policies.

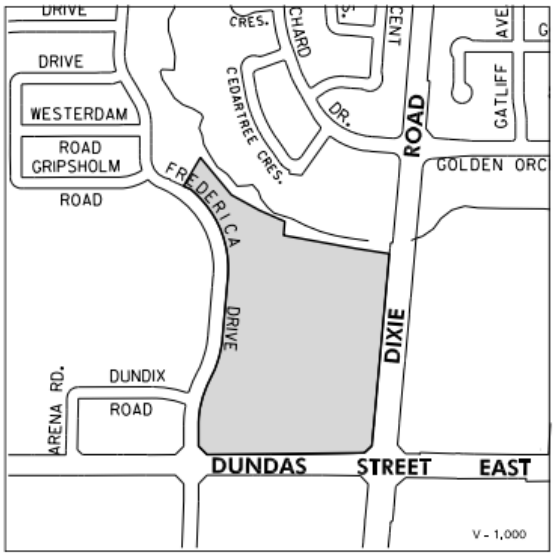
~~16.2.4.1 Site 1~~



~~16.2.4.1.1 The lands identified as Special Site 1 are located north of Dundas Street East, west of the Ontario Hydro corridor.~~

~~16.2.4.1.2 Notwithstanding the provisions of the Residential Low Density II designation, a maximum of 239 mobile homes or land lease community homes with accessory administrative facilities will be permitted.~~

16.2.4.~~2~~1 Site ~~2~~1



16.2.4.~~2~~1.1 The lands identified as Special Site ~~2~~1 are located at the northwest corner of Dundas Street East and Dixie Road.. These lands are situated within a spill zone associated with the Regional Storm flood overtopping the south bank of the Little Etobicoke Creek channel and are classified as a special policy area floodplain on Schedule 3: Natural System.

16.2.4.~~2~~1.2 Notwithstanding the policies of this Plan which relate to development within the Regional Storm Floodplain, and the provisions of the Mixed Use, Motor Vehicle Commercial and Residential High Density designations, the following policies will apply:

a. the construction of any buildings or structures, including any additions to an existing building, and the placing or dumping of fill of any kind, or the alteration of any ***watercourse***, will not be permitted within the special policy area without the approval of the Toronto and Region appropriate Conservation Authority (TRCA);

b. development will not be permitted within the 100 year storm floodplain;

c. development outside the 100 year storm floodplain will be permitted only on the basis of approvals by the City and the TRCA appropriate Conservation Authority;

d. ideally, new buildings and structures will be protected from flooding under Regional Storm conditions. Where this level of protection is technically or economically not feasible, Mississauga may, in consultation with the TRCA appropriate Conservation Authority, consider a lesser level of protection. In no case, however, will the minimum level of protection be less than the 350 year storm floodplain;

e. notwithstanding subsections c. and d. above of this section, development, or additions will not be permitted, where, as a result of a flood event equal to or less than the Regulatory Flood, structures will be subject to flows which, due to velocity and/or depth, would present conditions of hazard to life or potential damage to structures;

f. in support of any development application, Mississauga or the TRCA may require engineering studies related to flood frequency, velocity and depth of flood flows, appropriate flood damage reduction measures, and stormwater management techniques. Based on these studies and other information, Mississauga or the TRCA may specify that any approval of the application will be subject to certain design considerations related to location, structural integrity, setbacks, coverage, elevation of ground floor openings, and other matters as may be determined by the City or the TRCA appropriate Conservation Authority:

g. ingress and egress should be "safe" pursuant to Provincial Government flood proofing standards, and/or achieve the maximum level of flood protection determined to be feasible and practical based on existing infrastructure;

h. new development will not be permitted to locate in the floodplain where the use is:

    - associated with the manufacture, storage, disposal and/or consumption of hazardous substances or the treatment, collection and disposal of sewage, which would pose an unacceptable threat to

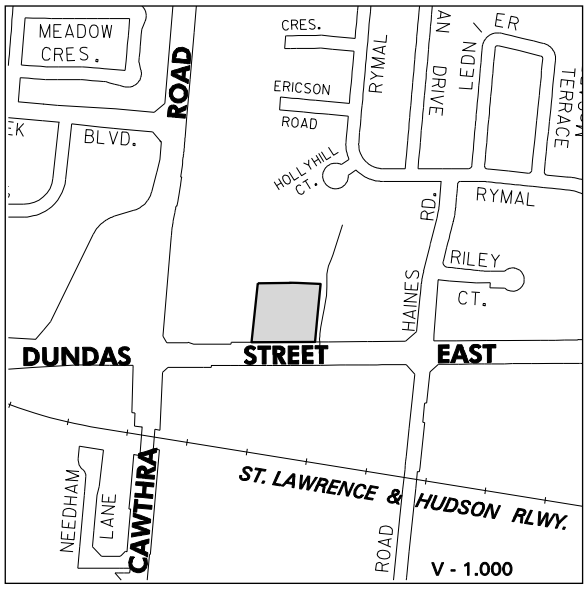
public safety if they were to escape their normal containment/use as a result of flooding or failure of flood proofing measures;

- homes and schools, which would pose a significant threat to the safety of the inhabitants (e.g. the sick, the elderly, the disabled or the young), if involved in an emergency evacuation situation as a result of flooding or failure of flood proofing measures; and
- associated with services, such as those provided by fire, police and ambulance stations and electrical substations, which would be impaired during a flood emergency as a result of flooding or failure of flood proofing measures; and

i. where new development is not considered to pose an unacceptable risk to public safety, a higher level of flood protection and/or additional flood proofing precautions above the Regulatory Flood level, may still be required due to the sensitive nature of the development; and

j. any amendment to the Zoning By-law will include provisions required by the City or the appropriate Conservation Authority to implement the Special Site 2 policies of this Plan.

16.2.4.~~3~~2 Site ~~3~~2



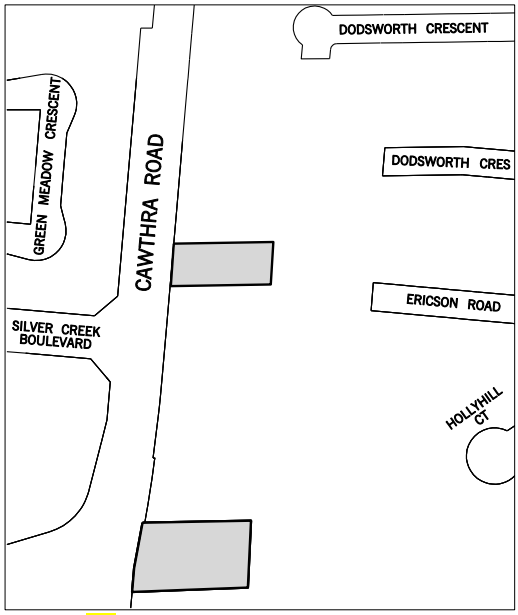
16.2.4.~~3~~2.1 The lands identified as Special Site ~~3~~2 are located on the north side of Dundas Street East, east of Cawthra Road.

16.2.4.~~3~~2.2 Notwithstanding the provisions of this Plan, ~~the Office designation, apartment dwellings in accordance with the Residential High Density designation, will also be permitted and~~ the following additional policies will apply:

a. the extension of the existing cemetery is also permitted on the westerly portion of these lands; and

b. approval for development will be subject to approval of a tree survey submission which demonstrates appropriate tree preservation measures;

16.2.4.43 Site 43

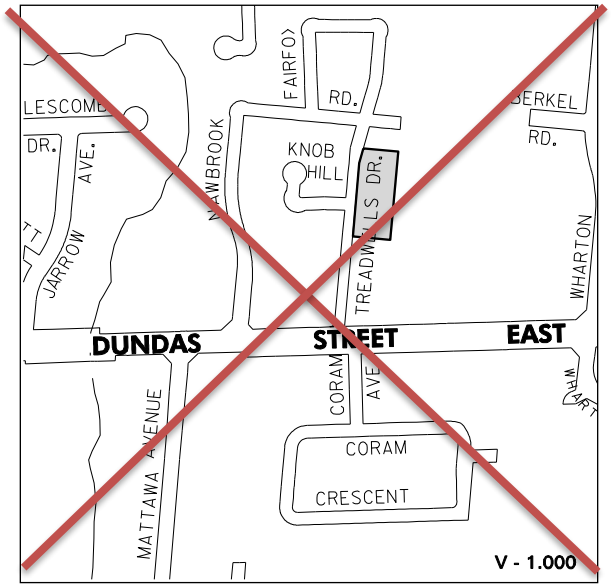


16.2.4.43.1 The lands identified as Special Site 45 are located along the east side of Cawthra Road, north of Dundas Street East.

16.2.4.43.2 Notwithstanding the provisions of the Residential Low Density I designation, offices will be permitted.

16.2.4.43.3 Approval for development will be subject to approval of a tree survey submission which demonstrates appropriate tree preservation measures.

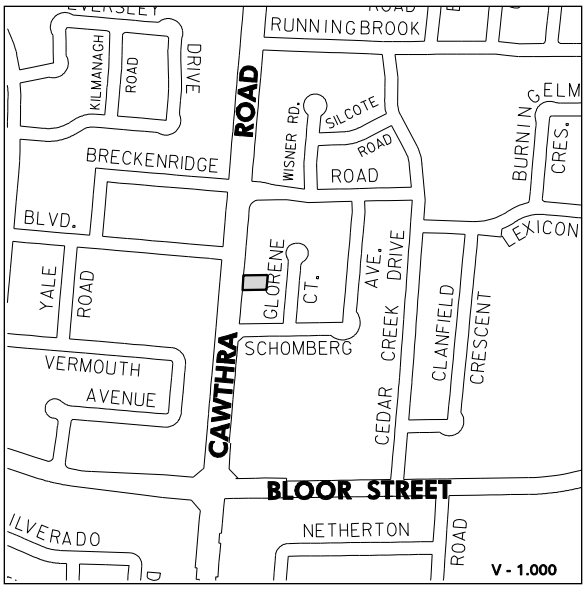
~~16.2.4.5 Site 5~~



~~16.2.4.5.1 The lands identified as Special Site 5 are located on the east side of Treadwells Drive, north of Dundas Street East.~~

~~16.2.4.5.2 Notwithstanding the provisions of the Residential Medium Density designation, a maximum of 9 detached dwellings and 23 townhouse dwellings will be permitted.~~

16.2.4.~~6~~4 Site ~~6~~4



16.2.4.~~6~~4.1 The lands identified as Special Site ~~6~~4 are located on the east side of Cawthra Road, north of Schomberg Avenue.

16.2.4.~~6~~4.2 Notwithstanding the provisions of the Residential Low Density II designation, the following additional policies will apply:

a. a window and door showroom and associated office will be permitted in addition to residential uses;

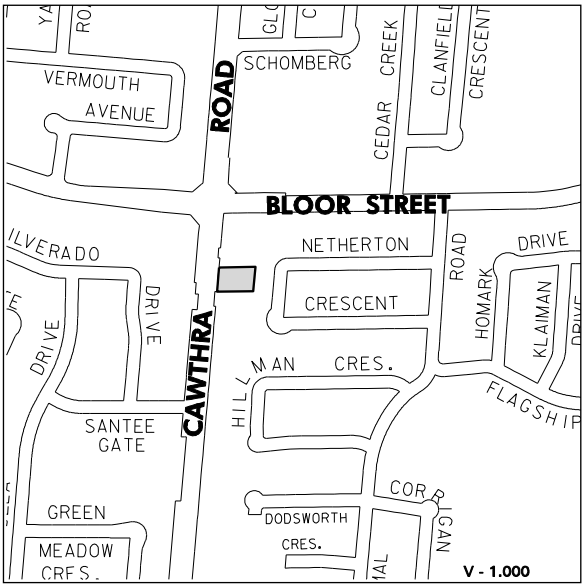
b. the building, including amenities and signage, whether new or modified, will have a residential appearance which is consistent with the form, design and scale of the surrounding residential area;

c. all required and related parking will be accommodated at grade in such a manner that minimizes the loss of vegetation and provides for limited impact on adjoining residential development;

d. to minimize the amount of hard surface area, on-site parking areas should have efficient vehicular circulation and layout which is suitably screened, preferably with vegetation; and

e. new buildings or modified buildings used for a window and door showroom and associated office will not exceed 150 m^2.

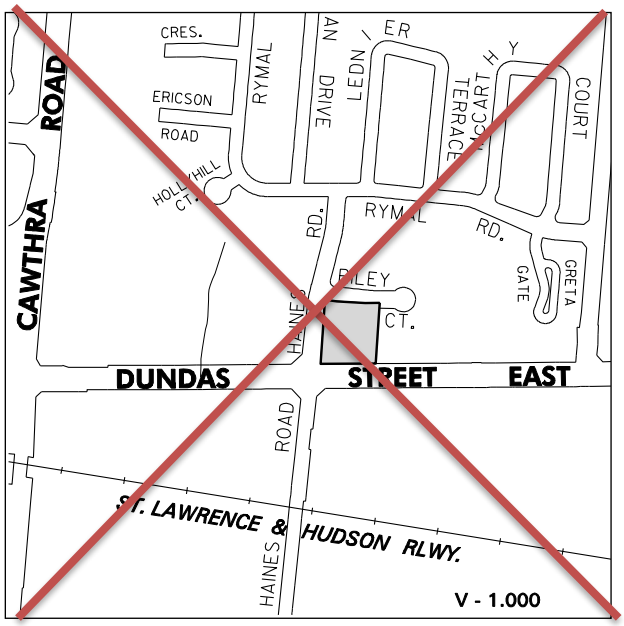
16.2.4.~~7~~5 Site ~~7~~5



16.2.4.~~7~~5.1 The lands identified as Special Site ~~7~~5 are located on the east side of Cawthra Road, south of Bloor Street.

16.2.4.~~7~~5.2 Notwithstanding the provisions of the Residential Low Density II designation, only a detached dwelling or an office for a maximum of three non-resident physicians, dentists and drugless practitioners will be permitted.

~~16.2.4.8 Site 8~~



~~16.2.4.8.1 The lands identified as Special Site 8 are located on the east side of Haines Road, north of Dundas Street East.~~

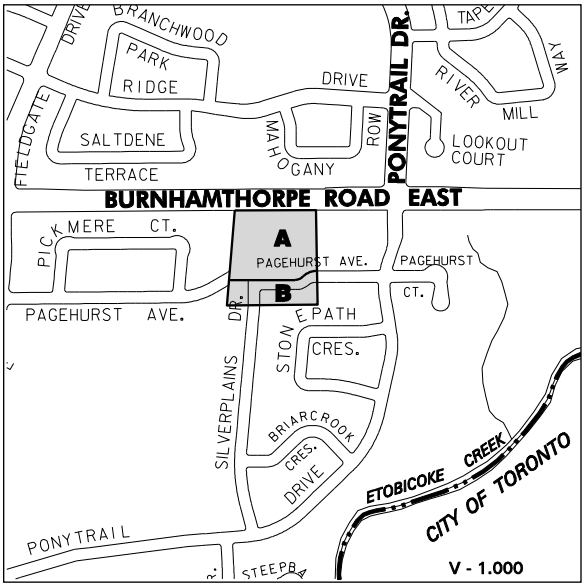
~~16.2.4.8.2 Notwithstanding the provisions of the Residential High Density Designation, the following additional policies will apply:~~

~~a. apartment dwellings with a maximum height of ten storeys if the lot area is equal to or greater than 6 600 m^2;~~

~~or~~

~~b. apartment dwellings with a maximum height of four storeys if the lot area is less than 6 600 m^2.~~

16.2.4.~~9~~6 Site ~~9~~6

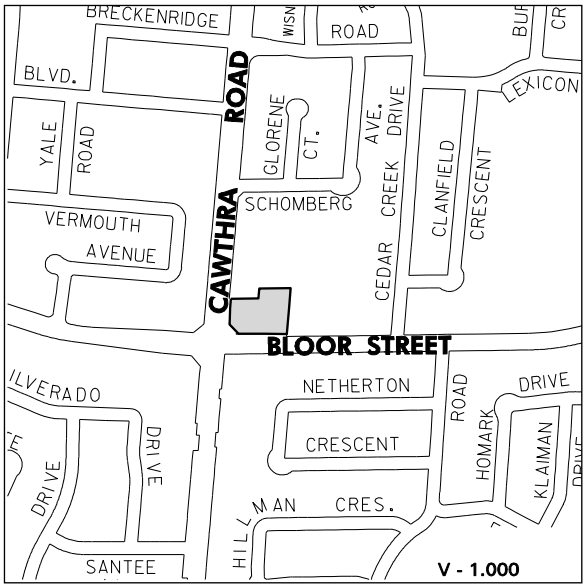


16.2.4.~~9~~6.1 The lands identified as Special Site ~~9~~6 are located on the south side of Burnhamthorpe Road East, west of Ponytrail Drive.

16.2.4.~~9~~6.2 Notwithstanding the provisions of the Residential Medium Density designation applying to Area A, a maximum of 96 townhouse units and 24 semi-detached units will be permitted.

16.2.4.~~9~~6.3 Notwithstanding the provisions of the Residential Low Density I designation applying to Area B, a maximum of 11 detached dwellings will be permitted.

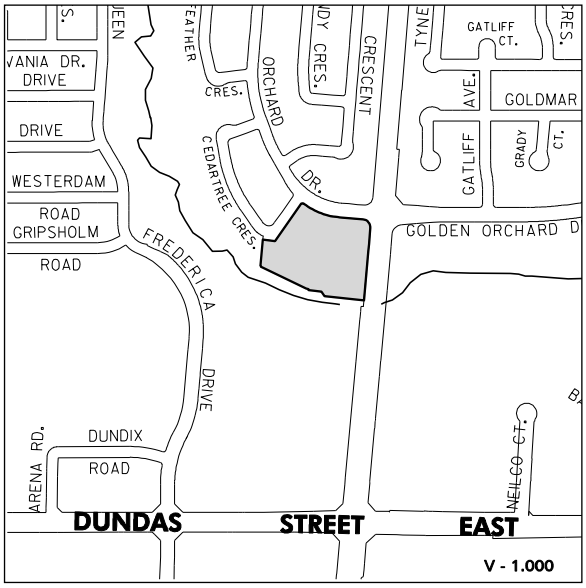
16.2.4.~~107~~ Site ~~107~~



16.2.4.~~107~~.1 The lands identified as Special Site ~~107~~ are located on the northeast corner of Bloor Street and Cawthra Road.

16.2.4.~~107~~.2 Notwithstanding the provisions of the Residential High Density designation, a residential apartment building will be permitted with a maximum total gross floor area of 1.65 times the lot area. No building or structure will exceed a height of 11.9 m above established grade, excluding any mechanical penthouse.

16.2.4.~~118~~ Site ~~118~~



16.2.4.~~118~~.1 The lands identified as Special Site ~~118~~are located on the southwest corner of Golden Orchard Drive and Dixie Road.

16.2.4.~~118~~.2 Notwithstanding the provisions of the Residential High Density designation, apartment dwellings are permitted subject to the following additional policies:

a. development will be restricted to apartment dwellings to a maximum of 328 units;

b. the maximum density will be 134 units per hectare; and

a. the maximum building height of new development will be seven storeys.

16.2.4.~~119~~.3 Townhouse development may be permitted subject to a rezoning application that addresses, among other matters, the location, number and design of units.

16.2.4.~~119~~.4 In addition to the other applicable policies, the site will incorporate the following design guidelines:

a. Built Form - the perceived building scale of all new construction will be minimized, by incorporating the top level of apartment units

within a gable roof form with dormer window accents;

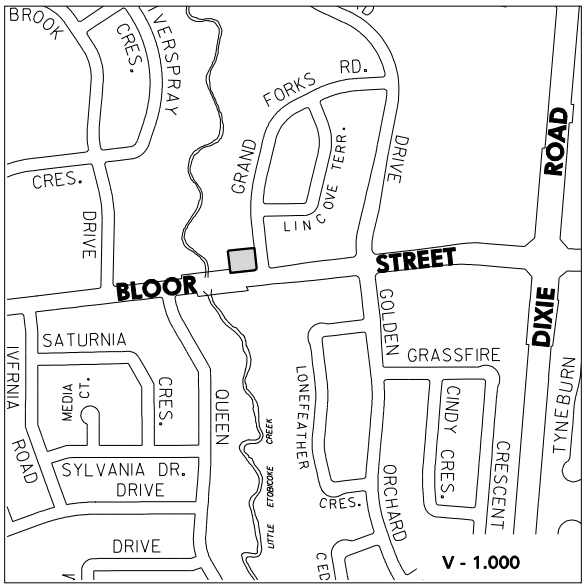
b. Site Layout - a landscaped forecourt will be provided at principal building entrances incorporating a vehicular drop-off, visitor parking and pedestrian areas;

c. Architectural Integration - architectural details and materials of all new construction must complement the character of existing buildings on the site; and

d. Landscaping - extensive landscape buffering will be provided along the westerly and northerly streetlines, in combination with a decorative fence. A 1.8 m high privacy fence will be erected to provide privacy for the single family dwelling with a common property line to the west.

16.2.4 Exempt Site Policies

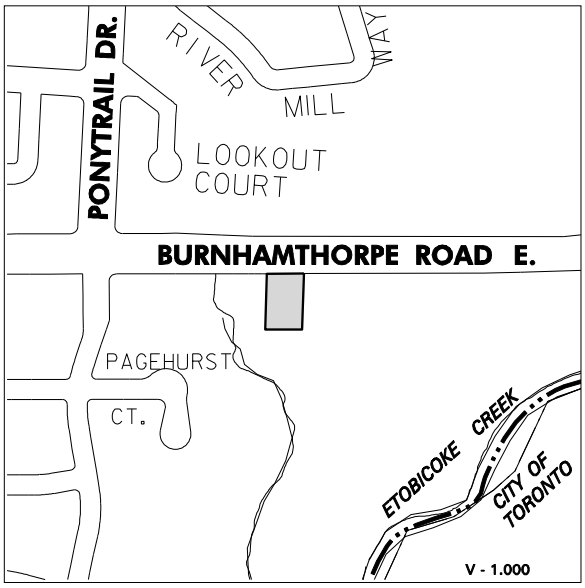
16.2.4.1 Site 1



16.2.4.1.1 The lands identified as Exempt Site 1 are located at the northwest corner of Grand Forks Road and Bloor Street.

16.2.4.1.2 Notwithstanding the provisions of the Residential Low Density I designation, offices will also be permitted, subject to the requirement that the external appearance of the building be visually compatible with the adjacent low density residential development.

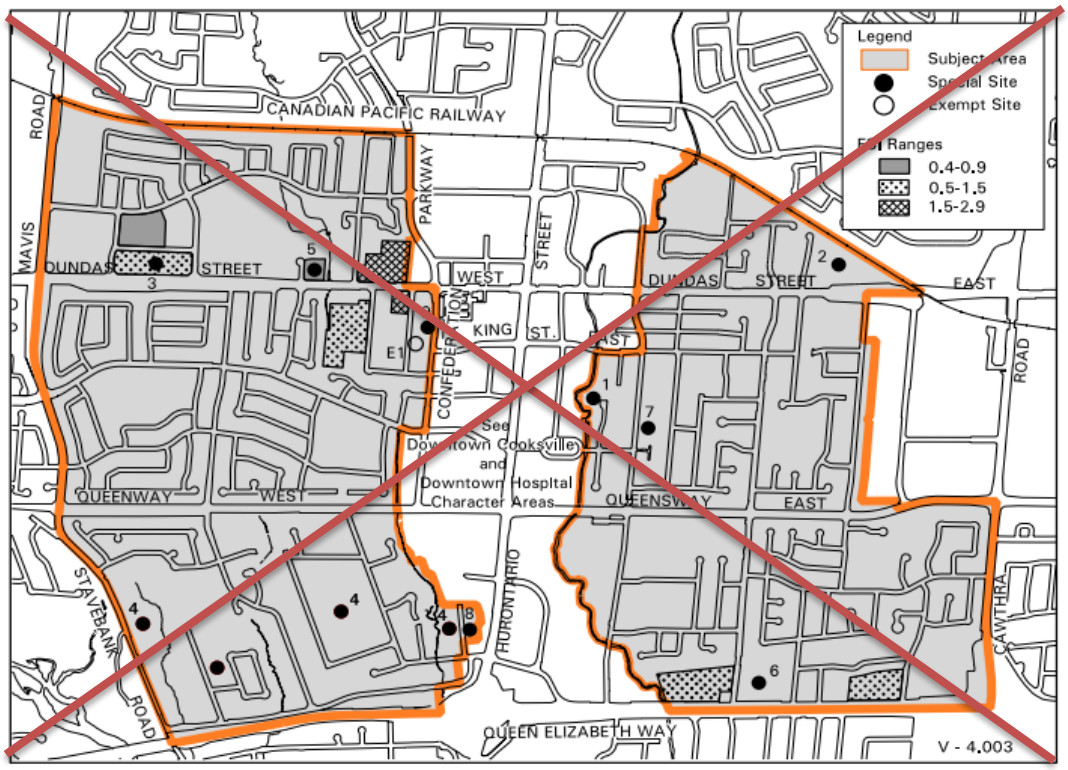
16.2.4.2 Site 2



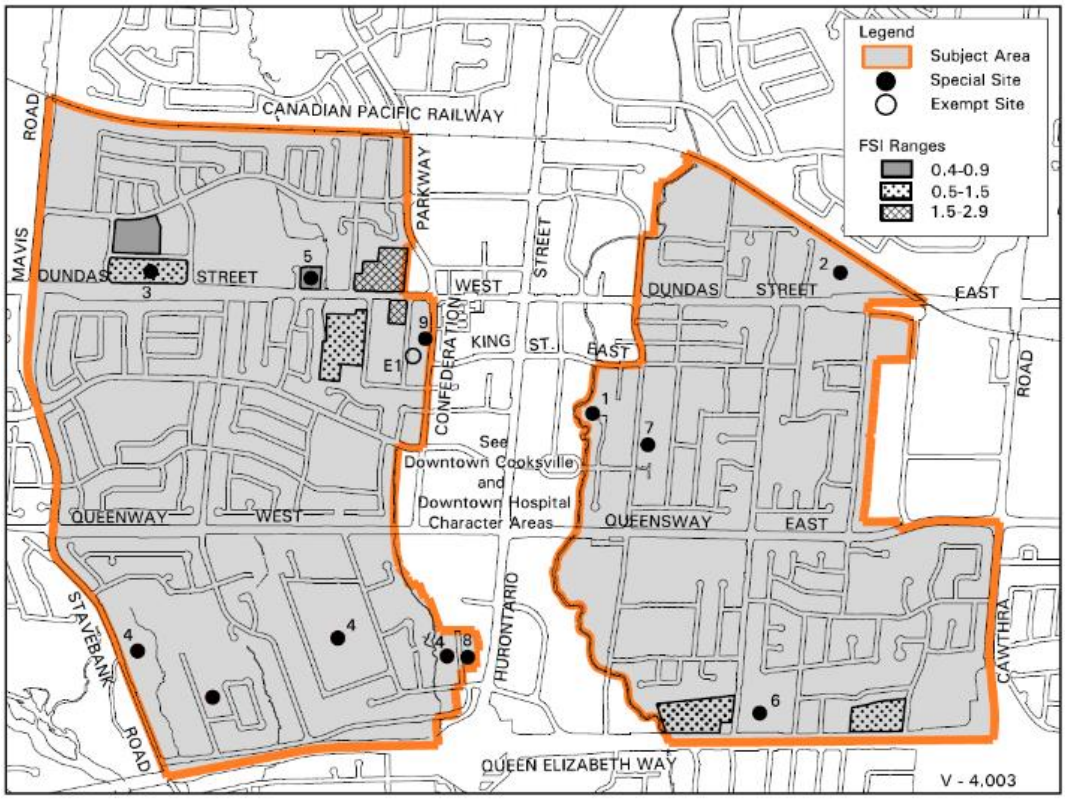
16.2.4.2.1 The lands identified as Exempt Site 2 are located on the south side of Burnhamthorpe Road East, east of Ponytrail Drive.

16.2.4.2.2 Notwithstanding the provisions of the Greenlands designation, a veterinary clinic will also be permitted.

16.6 Cooksville

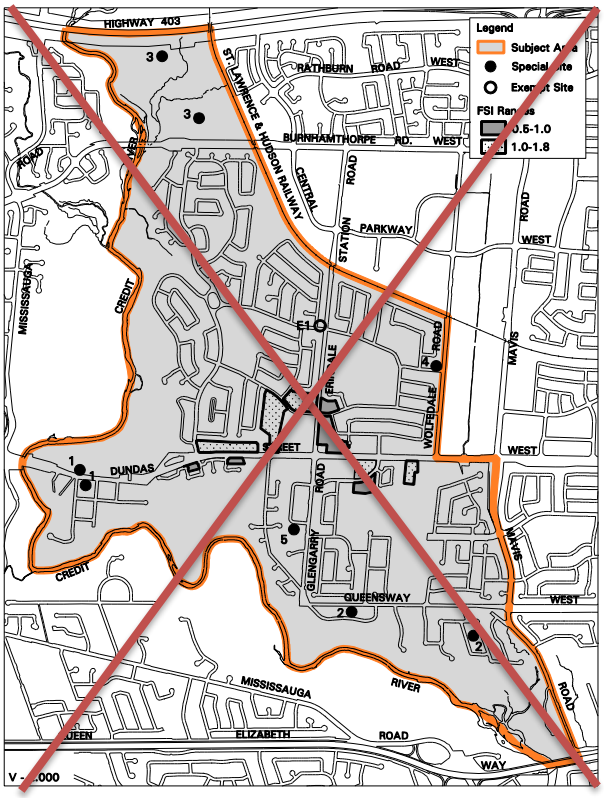


Map 16-6: Cooksville Neighbourhood Character Area

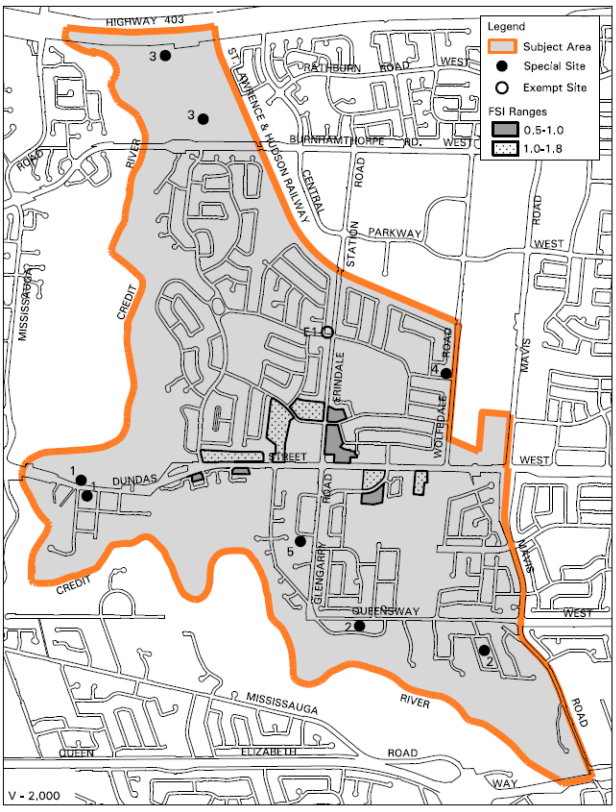


Map 16-6: Cooksville Neighbourhood Character Area

16.9 Erindale

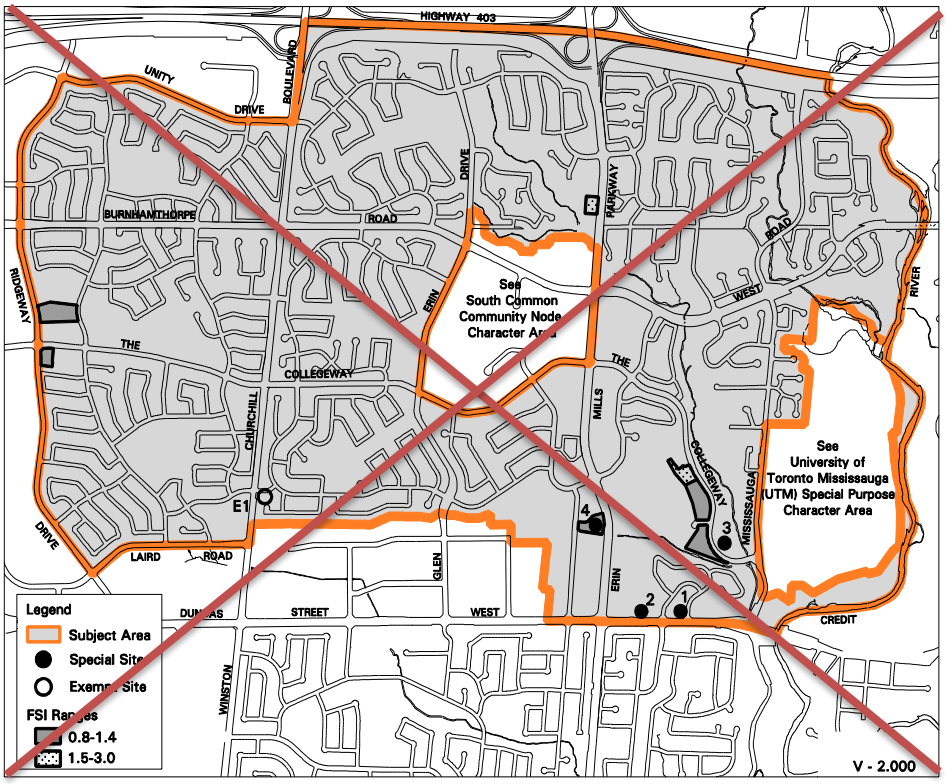


Map 16-9: Erindale Neighbourhood Character Area

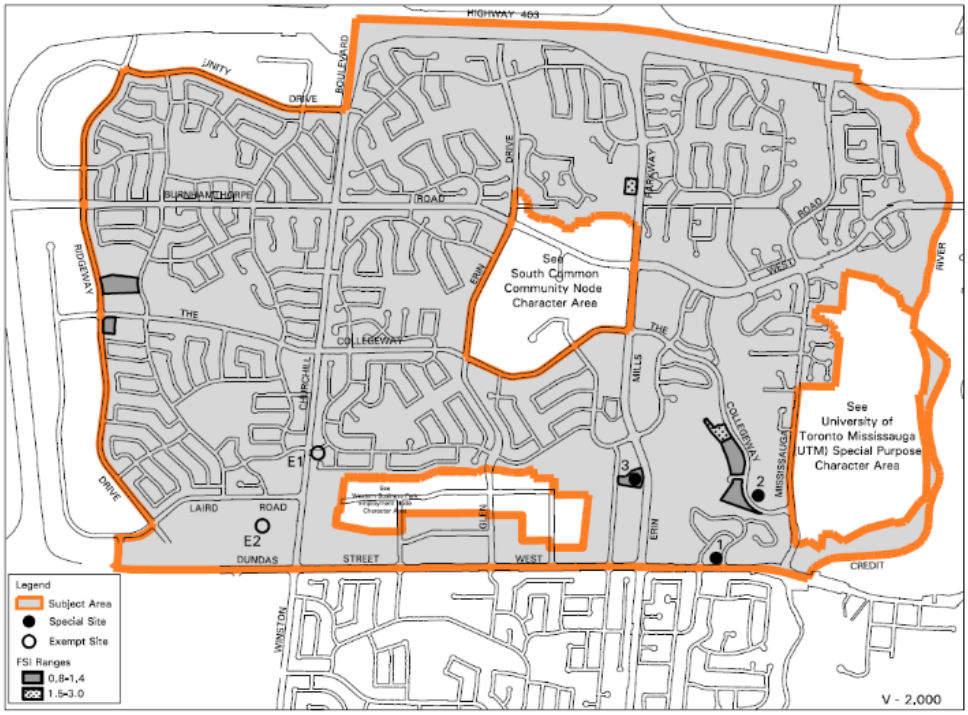


Map 16-9: Erindale Neighbourhood Character Area

16.10 Erin Mills



Map 16-10: Erin Mills Neighbourhood Character Area



Map 16-10: Erin Mills Neighbourhood Character Area

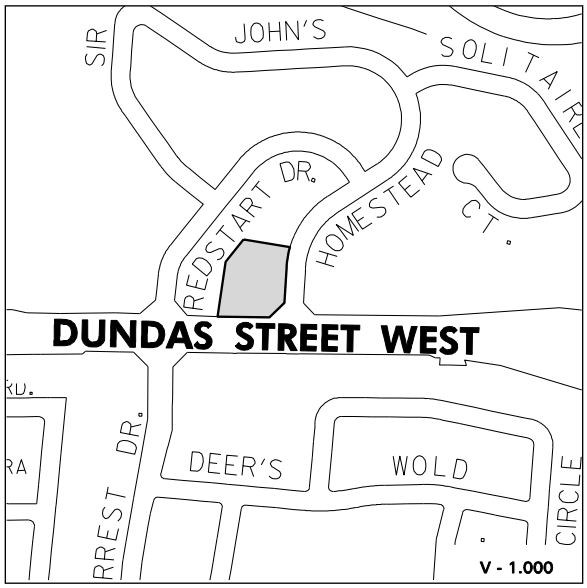
16.10.1 Land Use

16.10.1.1 Notwithstanding the Low Density I policies of the Plan, semi-detached and duplex dwellings will not be permitted west of Winston Churchill Boulevard.

16.10.2 Special Site Policies

There are sites within the Character Area that merit special attention and are subject to the following policies.

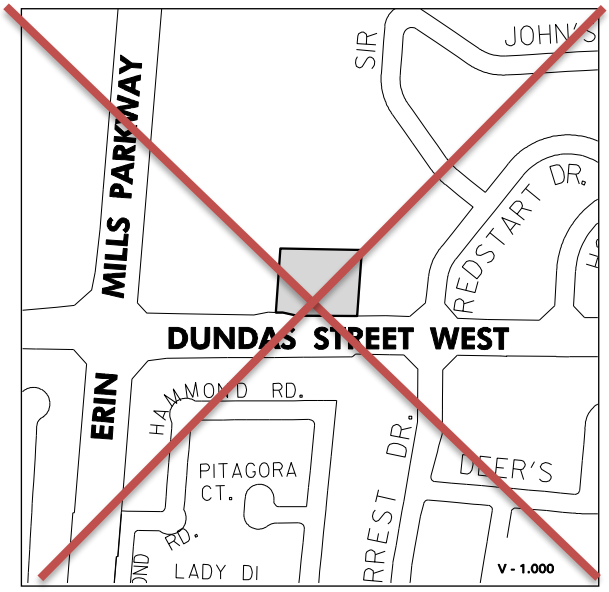
16.10.2.1 Site 1



16.10.2.1.1 The lands identified as Special Site 1, are located at the northwest corner of Dundas Street West and Sir John's Homestead.

16.10.2.1.2 Notwithstanding the provisions of the Residential Low Density I designation, office uses will be permitted.

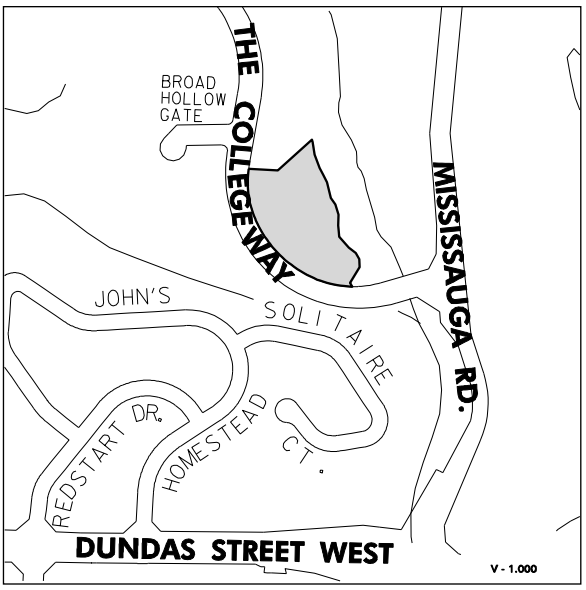
~~16.10.2.2 Site 2~~



~~16.10.2.2.1 The lands identified as Special Site 2 are located on the north side of Dundas Street West, east of Erin Mills Parkway.~~

~~16.10.2.2.2 Notwithstanding the provisions of the Mixed Use designation, a funeral establishment will be the only permitted use.~~

16.10.2.~~3~~2 Site ~~3~~2

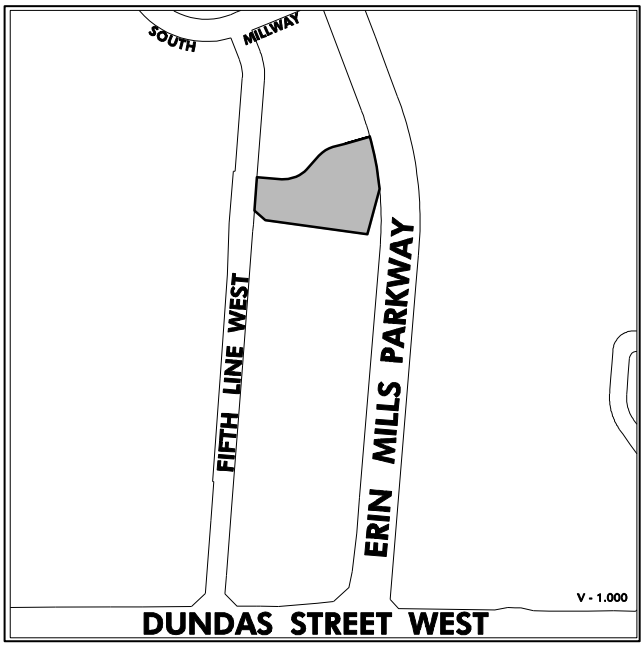


16.10.2.~~3~~2.1 The lands identified as Special Site ~~3~~2, are located on the north side of The Collegeway, west of Mississauga Road and contain a cultural heritage resource under the terms and conditions of Part IV of the *Ontario Heritage Act*.

a. Notwithstanding the provisions of the Mixed Use designation, uses will be limited to the following:

- overnight accommodation;
- restaurants;
- banquet halls;
- conference centres;
- spa;
- recreation facilities associated with overnight accommodation;
- residential apartment building with a maximum height of 22 storeys as measured from The Collegeway and a maximum ***floor space index (FSI)*** of 1.17; and
- the maximum ***floor space index (FSI)*** of all commercial uses shall not exceed 0.27.

16.10.2.43 Site 43

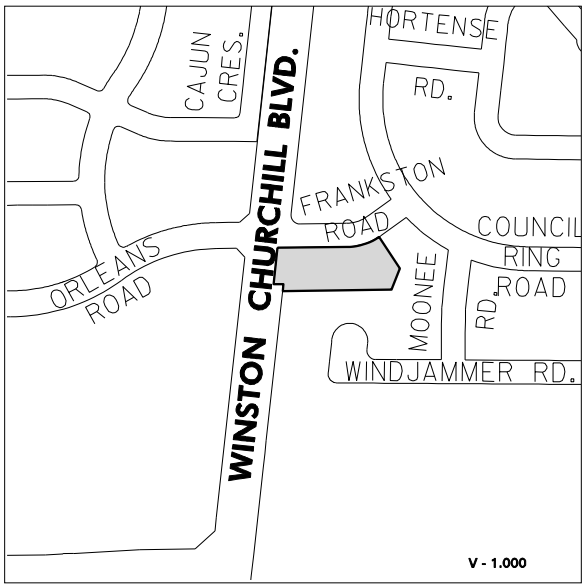


16.10.2.3.1 The lands identified as Special Site ~~4~~3 are located south of South Millway, between Erin Mills Parkway and Fifth Line West.

16.10.2.3.2 Notwithstanding the policies of this Plan, a maximum height of five storeys will be permitted

16.10.3 Exempt Site Policies

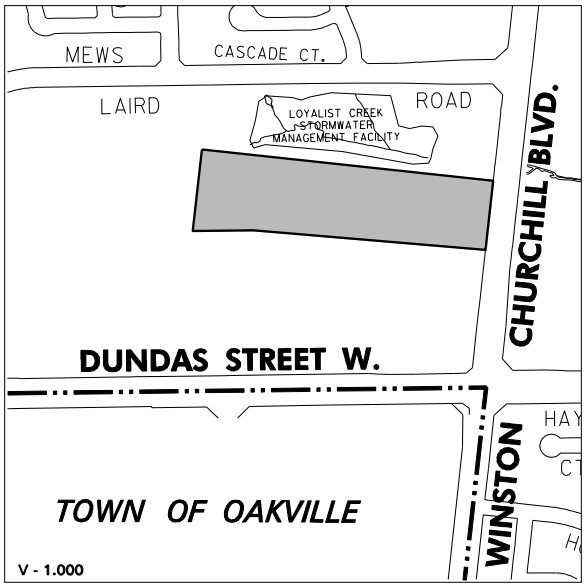
16.10.3.1 Site 1



16.10.3.1.1 The lands identified as Exempt Site 1 are located at the southeast corner of Frankston Road and Winston Churchill Boulevard.

16.10.3.1.2 Notwithstanding the provisions of the Residential Low Density I designation, a garden centre will also be permitted.

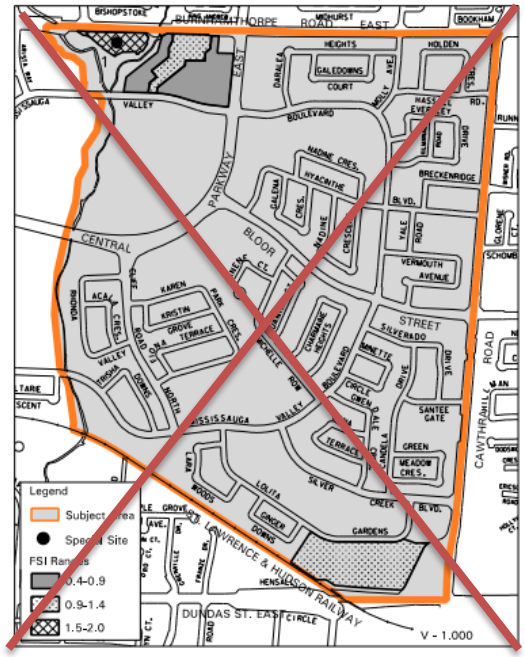
16.10.3.2 Site 2



16.10.3.2.1 The lands identified as Exempt Site 2 are located south of Laird Road and west of Winston Churchill Boulevard.

16.10.3.2.2 Notwithstanding the provisions of the Mixed Use designation, housing for the elderly will also be permitted.

16.19 Mississauga Valleys



Map 16-19: Mississauga Valleys Neighbourhood Character Area

Map 16-19: Mississauga Valleys Neighbourhood Character Area

16.19.1 Urban Design Policies

16.19.1.1 Where existing noise attenuation walls or rear yard privacy fencing are exposed to public streets, supplementary planting and upgraded landscape features should be added, where feasible, as a condition of development or road reconstruction. Mississauga will encourage landowners to coordinate the eventual replacement of fences to enhance the appearance of the area from the street. Special consideration should be given to Burnhamthorpe Road East, Cawthra Road, Bloor Street and Cliff Road North.

16.19.2 Land Use

16.19.2.1 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.

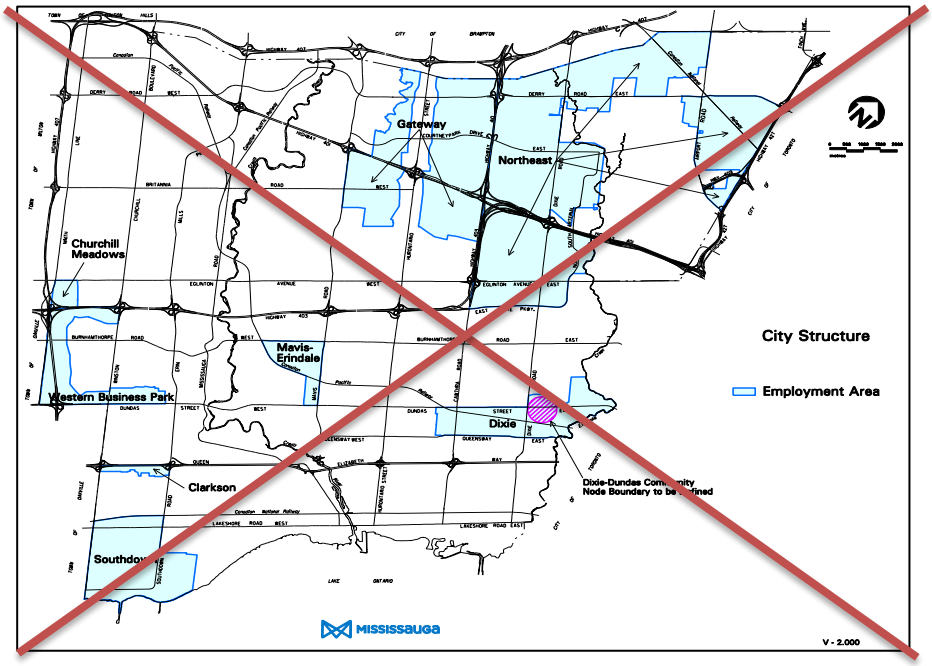
16.19.2.2 Lands designated Residential Medium Density will also permit low-rise apartment dwellings.

16.19.3 Special Site Policies

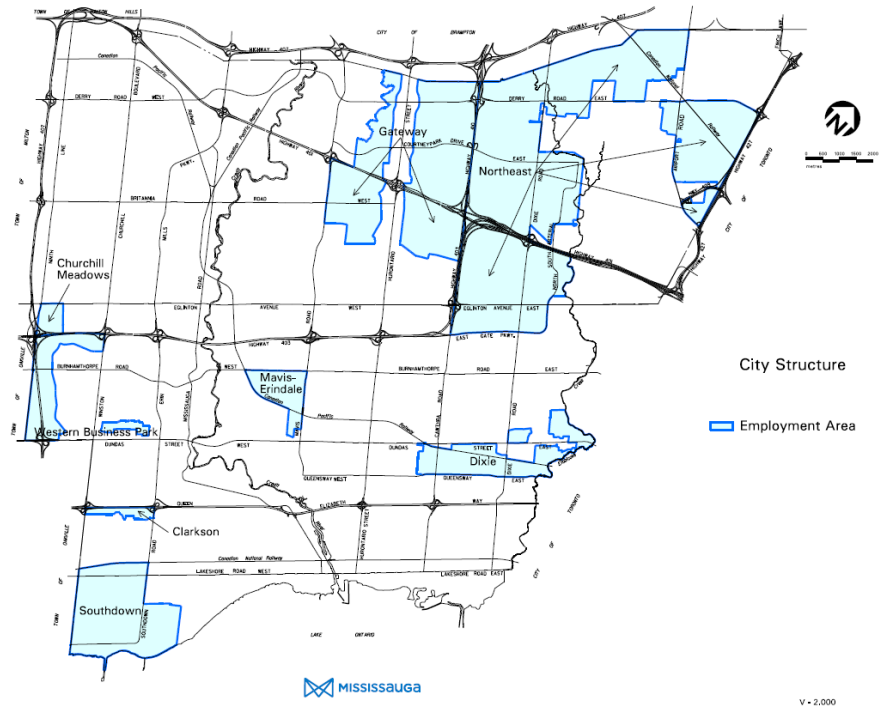
There are sites within the Character Area that merit special attention and are subject to the following policies.

Notes:
Existing policies are shown in the black text; proposed new changes are shown in the red text; proposed deletions to existing policies are shown as ~~strike-outs~~; a text box around the policies/maps means that they will be implemented through the City's Major Transit Station Area official plan amendment. Text highlighted in yellow indicate a change from the draft official plan amendment presented to Planning and Development Committee on May 30, 2022.

17 Employment Areas



Map 17-1: City Structure – Employment Areas



Map 17-1: City Structure - Employment Areas

17.1 Introduction

There are eight Employment Area Character Areas in Mississauga:

- Churchill Meadows;
- Clarkson;
- Dixie;
- Gateway;
- Mavis-Erindale;
- Northeast;
- Southdown; and
- Western Business Park.

This section identifies the modifications to the General Land Use designations in Chapter 11 that apply to all Employment Areas. ~~Policies shown in a blue box are ***Protected Major Transit Station Area*** policies in accordance with the provisions of Subsection 16(16) of the *Planning Act*.~~

17.1.1 General

17.1.1.1 Lands on a ***Corridor*** will not be subject to the two storey height minimum except along ***Intensification Corridors*** and within ***Major Transit Station Areas***. Character Area policies may establish height requirements.

17.1.2 Utilities

17.1.2.1 Outdoor storage will be permitted accessory to a permitted land use adjacent to electric power rights-of-way.

17.1.3 Residential

17.1.3.1 Residential designations will not be permitted, except for permitted residential designations in the Dixie Employment Area in existence at the time this Plan comes into effect.

17.1.4 Mixed Use

17.1.4.1 Notwithstanding the Mixed Use policies of this Plan, the following additional uses will be permitted only in the Dixie, Gateway, Mavis-Erindale, Northeast, Southdown and Western Business Park Character Areas:

a. Business Employment Uses; and

b. Motor Vehicle Commercial Uses.

17.1.4.2 Notwithstanding the Mixed Use policies of this Plan, the following uses will not be permitted:

c. Residential.

17.1.4.3 Notwithstanding the Mixed Use policies of this Plan, the maximum ***floor space index (FSI)*** for ***secondary offices*** is 1.0.

17.1.4.4 The Mixed Use designation will not be permitted, except for lands designated Mixed Use at the time this Plan comes into effect.

17.1.5 Offices

17.1.5.1 Notwithstanding the Office policies of this Plan, the following uses will not be permitted:

a. Major office.

17.1.5.2 Notwithstanding 17.1.5.1, existing major office is permitted and major office will be permitted in ***Major Transit Station Areas***.

17.1.5.3 Notwithstanding the Office policies of this Plan, the maximum ***floor space index (FSI)*** for ***secondary offices*** is 1.0.

17.1.6 Institutional

17.1.6.1 Institutional uses will not be permitted.

17.1.7 Convenience Commercial

17.1.7.1 Notwithstanding the Convenience Commercial policies of this Plan, the following uses will not be permitted:

a. Residential.

17.1.7.2 The Convenience Commercial designation will not be permitted, except for lands designated Convenience Commercial at the time this Plan comes into effect.

17.1.8 Business Employment

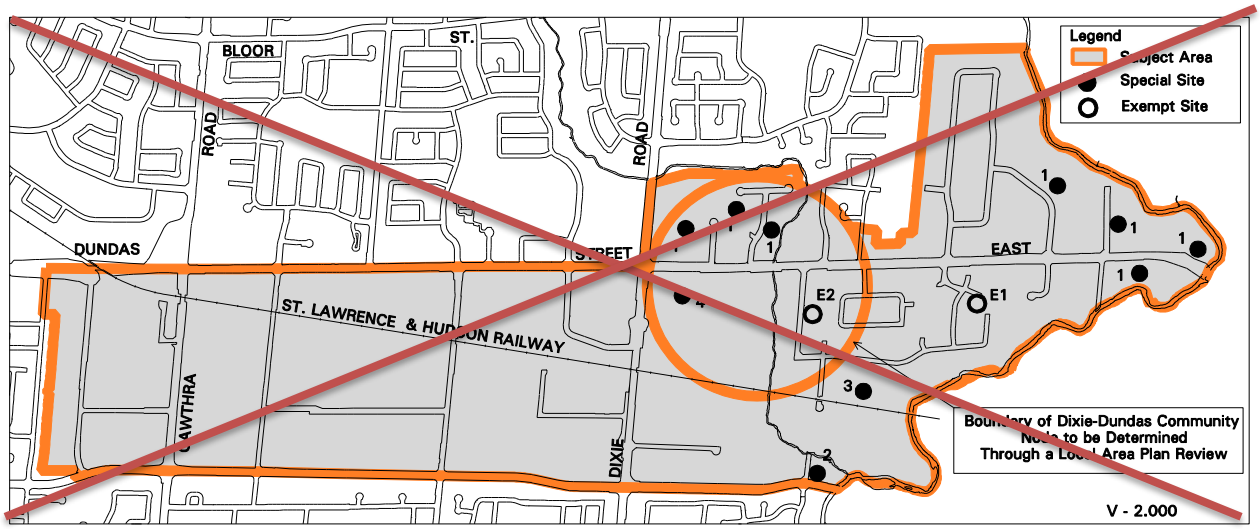
17.1.8.1 Notwithstanding the Business Employment policies of this Plan, existing major office will be permitted.

17.1.9 Industrial

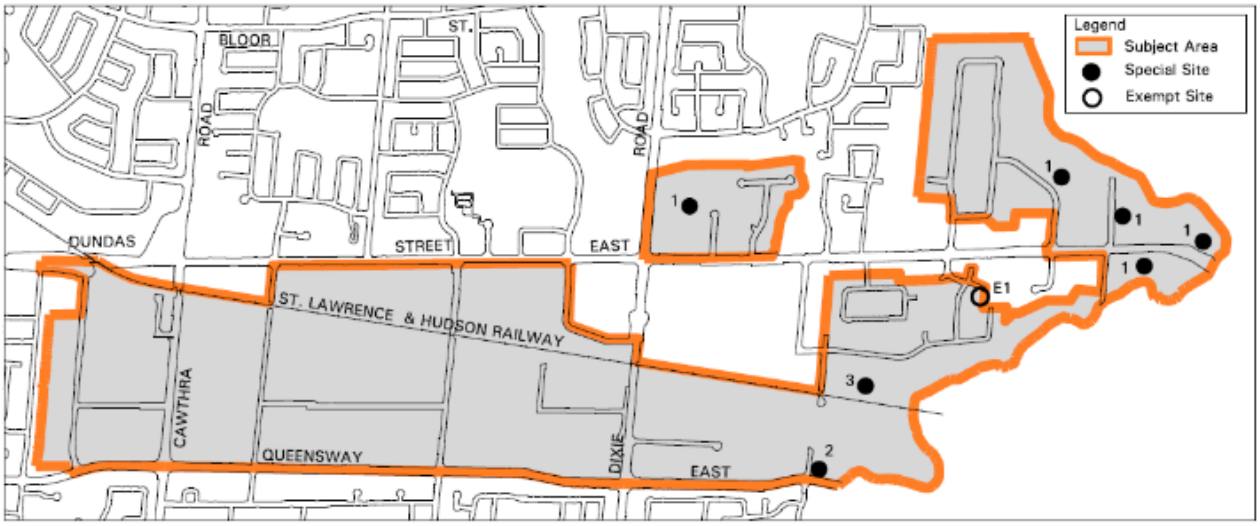
17.1.9.1 The Industrial designation will not be permitted in the following Character Areas:

- Churchill Meadows; and
- Clarkson

17.4 Dixie



Map 17-4: Dixie Employment Area



Map 17-4: Dixie Employment Area

The Dixie Employment Area is a major employment cluster that provides significant employment. With access to rail and major transportation infrastructure, the range and scale of employment uses provides significant opportunities and benefits to the City. Existing and permitted employment uses within the area will be protected from non-compatible uses to ensure continued viability of the employment area.

17.4.1 Urban Design Policies

~~Community Identity and Design~~

17.4.1.1 An appropriate gateway treatment should be created at the city boundaries at Dundas Street East and the Queensway East through the massing of buildings, landscape design, or the design of the ***streetscape***. ~~A gateway treatment for Dundas Street East is outlined in the Special Site policies.~~ The Dundas Street East gateway will be comprised of development that incorporates a mix of transit supportive uses and an active street frontage. Increased connectivity, multi-modal access and expanded parks and open space network will be

encouraged to serve the anticipated growth along the corridor. The Queensway East gateway should use adjacent Greenlands lands and the median on the Queensway East for feature landscaping to frame the entrance to the city.

17.4.1.2 The ***streetscape*** along Dundas Street East should be enhanced by the punctuation of built form with architectural interest at designated sites. These locations include the gateways at the city boundary and the intersections of Dundas Street with Dixie Road, Haines Road and Stanfield Road. These sites should be developed with a unique and/or significant built form along the street to act as orienting landmarks. The built form and site layout should punctuate the ***streetscape*** with architectural interest, which can be achieved by maximizing building heights, encouraging creative building massing solutions to break up the dominant rhythm of one storey structures, reducing front yard parking, emphasis on enhanced landscape treatment, and the inclusion of signage as an integral part of the overall architecture of the building(s).

17.4.1.3 Planting should be provided appropriate to the circumstances and existing vegetation will be preserved in order to maintain the character of the Character Area. Where continuous street planting along Dundas Street East is not possible, concentrated landscape planting may be required.

17.4.1.4 Development along Dixie Road between Dundas Street East and the GO Transit Station should attempt to encourage active pedestrian use, by minimizing building setbacks and the amount of parking between the building and the street. Development should be designed with a significant portion of the building mass located along the linear street frontage. The space between the front wall of the building and the streetline should be treated as a continuous landscape area with no parking or driveway areas. A pedestrian connection should be provided from the public sidewalk to the principal building entrance.

17.4.2 Land Use

17.4.2.1 Notwithstanding the Mixed Use policies of this Plan, the following additional uses will be permitted within enclosed buildings:

a. manufacturing;

b. research and development; and

c. warehousing, distributing and wholesaling.

17.4.2.2 Notwithstanding the Mixed Use policies of this Plan, outdoor flea markets will not be permitted.

17.4.2.3 Notwithstanding the Business Employment policies of this Plan, existing industrial uses that require extensive outdoor processing and storage will be permitted, and may expand, except where adjacent to residentially designated lands.

17.4.3 Transportation

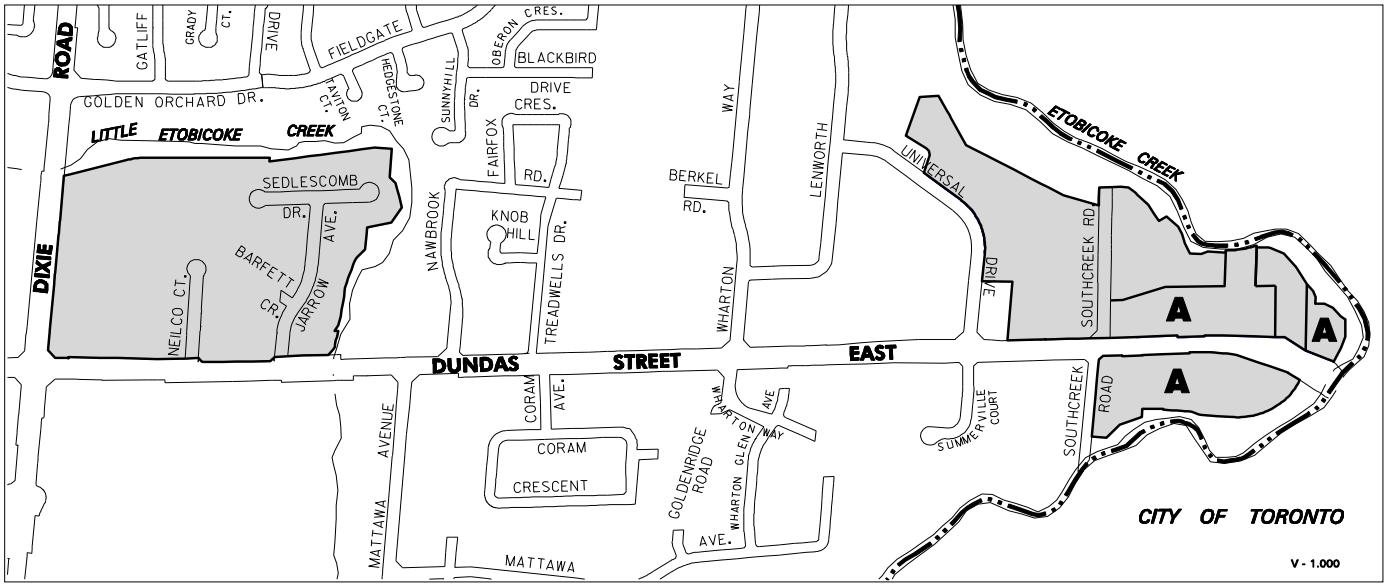
17.4.3.1 Access control will be emphasized along arterial roadways such as Dundas Street East, where High Occupancy Vehicle (HOV) lanes are currently in operation between Dixie Road and the Etobicoke Creek.

~~17.4.3.2 Mississauga will consider the extension of Mattawa Avenue westward to Dixie Road, and a connection of Jarrow Avenue southward to the Mattawa Avenue extension~~.

17.4.4 Special Site Policies

There are sites within the Character Area that merit special attention and are subject to the following policies.

17.4.4.1 Site 1



17.4.4.1.1 The following lands are identified as Special Site 1 are

- the lands on the northeast corner of Dixie Road and Dundas Street East, bounded by the Little Etobicoke Creek. This site is situated within a spill zone associated with the Regional Storm flood overtopping the south bank of the Little Etobicoke Creek channel; and
- the lands west of Etobicoke Creek at Dundas Street East. This site is entirely within the Regional Storm floodplain of the Etobicoke Creek. These lands are shown conceptually and are subject to further review by the Toronto and Region Conservation Authority.

Site 1 is a special policy area defined by Provincial Government criteria and as established by the Toronto and Region Conservation Authority.

Notwithstanding the policies of this Plan which relate to development within the Regional Storm floodplain, and the provisions of the Mixed Use, Business

Employment and Greenlands designations, the following policies will apply:

a. the construction of any buildings or structures, including any additions to an existing building, and the placing or dumping of fill of any kind, or the alteration of any ***watercourse***, will not be permitted within the special policy area without the approval of the appropriate Conservation Authority;

b. development will not be permitted within the 100 year return storm floodplain;

c. development outside the 100 year return storm floodplain will be permitted only on the basis of approvals by the City and the appropriate Conservation Authority;

d. ideally, new buildings and structures will be protected from flooding under Regional Storm conditions. Where this level of protection is technically or economically not feasible, Mississauga the City may, in consultation with the appropriate Conservation Authority, consider a lesser level of protection. In no case, however,

will the minimum level of protection be less than the 350-year return storm floodplain;

e. notwithstanding subsections c. and d. of this section, development, or additions will not be permitted, where, as a result of a flood event equal to or less than the Regulatory Flood, structures will be subject to flows which, due to velocity and/or depth, would present conditions of hazard to life or potential damage to structures;

f. in support of any development application, the City or the appropriate Conservation Authority may require engineering studies related to flood frequency, velocity and depth of flood flows, appropriate flood damage reduction measures, and storm water management techniques. Based on these studies and other information, Mississauga or the TRCA may specify that Any approval of the application will be subject to certain design considerations related to location, structural integrity, setbacks, coverage, elevation of ground floor openings, and other matters as may be determined by the City or the appropriate Conservation Authority;

g. ingress and egress should be "safe" pursuant to Provincial Government flood proofing standards, and/or achieve the maximum level of flood protection determined to be feasible and practical based on existing infrastructure; and

h. new development not be permitted to locate in the floodplain where the use is:

- associated with the manufacture, storage, disposal and/or consumption of hazardous substances or the treatment, collection and disposal of sewage, which would pose an unacceptable threat to public safety if they were to escape their normal containment/use as a result of flooding or failure of flood proofing measures; and
- associated with uses, such as hospitals, nursing homes and schools, which would pose a significant threat to the safety of the inhabitants (e.g. the sick, the elderly, the disabled or the young), if involved in an emergency evacuation situation as a result of flooding or failure of flood proofing measures;
- associated with services such as those provided by fire, police and ambulance stations and electrical substations, which would be impaired during a flood emergency as a result of flooding or failure of flood proofing measures; and

i. where new development is not considered to pose an unacceptable risk to public safety, a higher level of flood protection and/or additional flood proofing precautions above the regulatory flood level, may still be required due to the sensitive nature of the development; and

j. any amendment to the Zoning By-law will include provisions required by the City or the appropriate Conservation Authority to implement the Special Site Policies of this Plan.

17.4.4.1.2 The lands identified as Area A are located north and south of Dundas Street East, from Southcreek Road to the municipal boundary, Etobicoke Creek.

These lands function as the primary gateway into Mississauga from Toronto and areas to the east, and should promote distinctive built form, landscaping and street furniture elements as visual landmarks to identify the City entry and reinforce a quality image.

Notwithstanding the provisions of the Mixed Use designation of the lands, the following additional policies will apply:

a. motor vehicle sales and rentals and other commercial or industrial uses with outdoor storage, flea markets, and motor vehicle commercial uses will not be permitted;

b. consolidation of vehicular entrances should be encouraged;

c. active building frontages should be oriented to the public street, maximizing the linear street frontage occupied by the building;

d. building definition is to be strengthened on the street façade by use of prominent roof forms, upper level window bands, architectural projections, and other design elements to accentuate the height and prominence of single storey buildings; and

e. special formal street tree planting at regular intervals is encouraged along the frontage of the gateway properties.

17.4.4.2 Site 2



17.4.4.2.1 The lands identified as Special Site 2 are located on the north side of Queensway East, west of Etobicoke Creek.

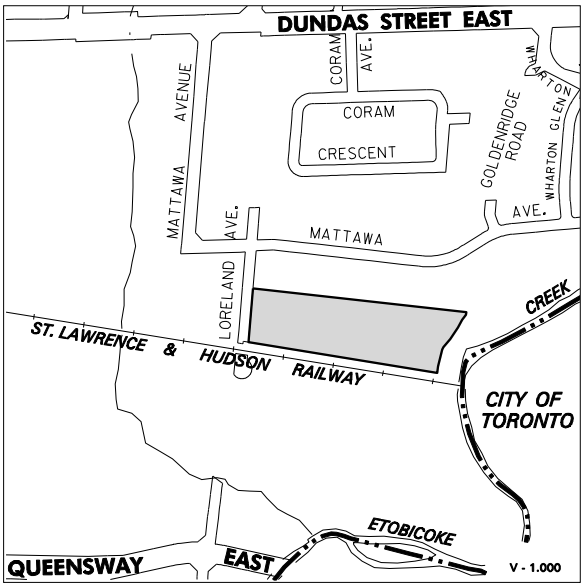
17.4.4.2.2 These lands function as a gateway into Mississauga from Toronto and should promote distinctive built form and landscaping elements as visual landmarks to identify the City entry and reinforce a quality image.

17.4.4.2.3 Notwithstanding the Business Employment designation of the lands, the following additional policies will apply:

a. 50% of the building's gross floor area is permitted to be used for retail commercial uses in addition to the uses permitted in the Business Employment designation; and

b. built form should minimize setbacks from Queensway East and include enhanced landscape features to promote the building on site as a highly visible landmark structure.

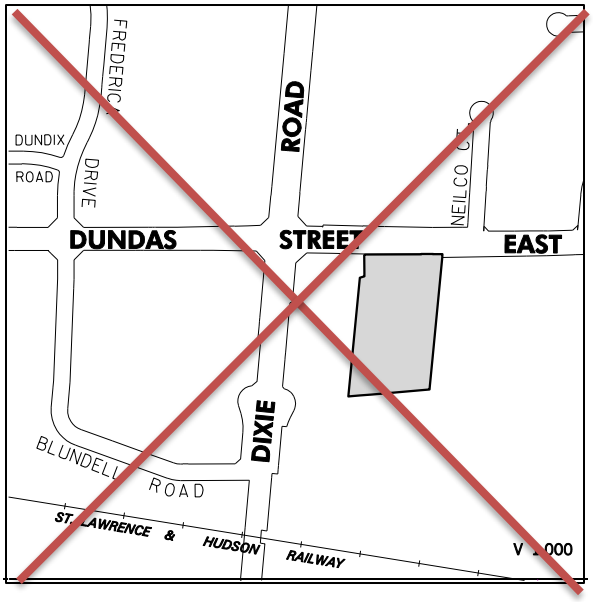
17.4.4.3 Site 3



17.4.4.3.1 The lands identified as Special Site 3 are located on the east side of Loreland Avenue, south of Dundas Street East, at 2315 Loreland Avenue.

17.4.4.3.2 Notwithstanding the provisions of the Business Employment designation on the lands a ***major power generating facility*** will be permitted.

17.4.4.4 Site 4



~~17.4.4.4.1 The lands identified as Special Site 4 are located on the south side of Dundas Street East and east of Dixie Road.~~

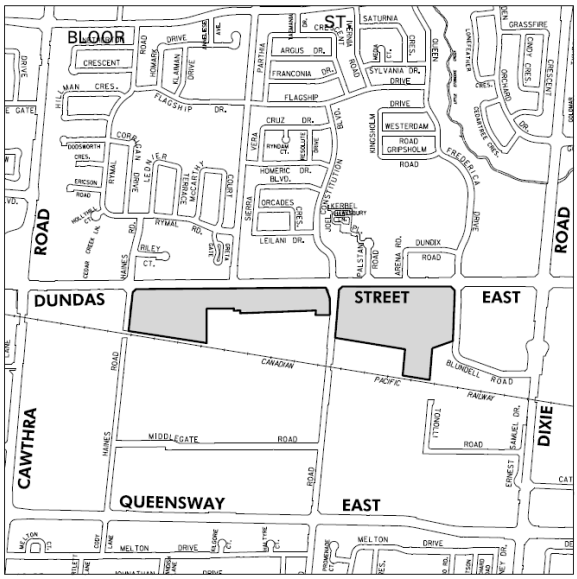
~~17.4.4.4.2 Notwithstanding the policies of this Plan, a minimum building height of two storeys or the equivalent building height in a single storey building massing will only be required for development adjacent to Dundas Street East.~~

~~17.4.4.4.3 A development master plan may be required that addresses matters such as:~~

~~a. height, scale and location of proposed uses;~~

~~b. community and physical infrastructure requirements (e.g. roads, transit stations); and~~

~~c. transition and connectivity to surrounding development.~~

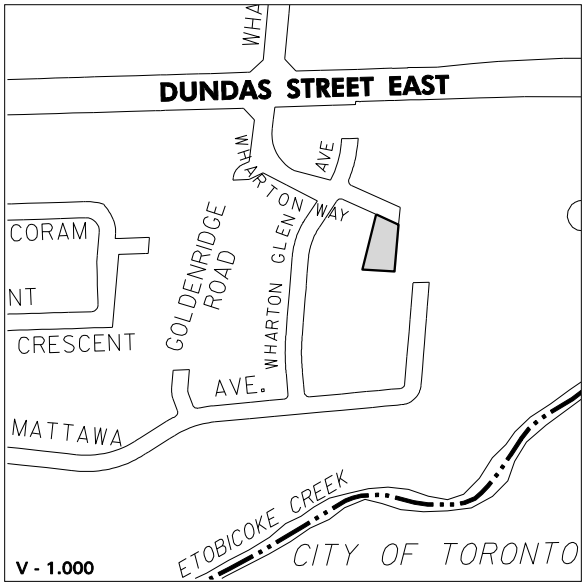


17.4.4.4.1 The lands identified as Special Site 4 are fronting the south side of Dundas Street East between Blundell Road in the east and Haines Road in the west.

17.4.4.4.2 Notwithstanding the policies of this plan, a change in land use permissions will be subject to the completion of a municipally led land use compatibility assessment and will occur through a City-initiated amendment to this plan.

17.4.5 Exempt Site Policies

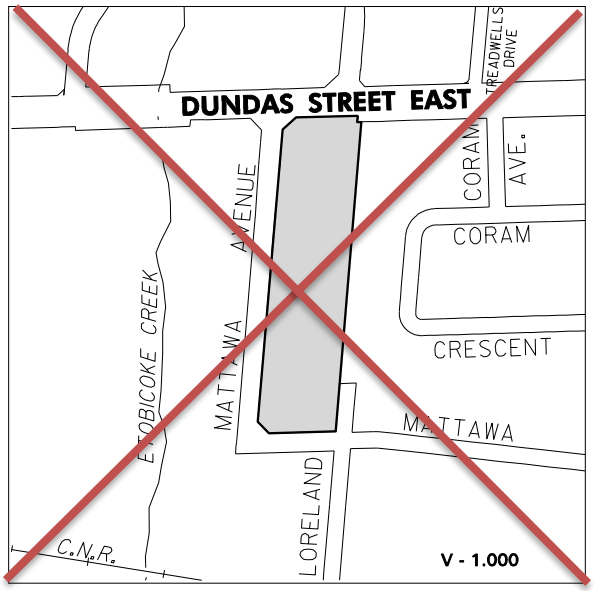
17.4.5.1 Site 1



17.4.5.1.1 The lands identified as Exempt Site 1 are located on the south side of Wharton Way east of Wharton Glen Avenue, at 2001 Wharton Way.

17.4.5.1.2 Notwithstanding the provisions of the Business Employment designation, a food store will also be permitted with a maximum gross floor area of 320 m^2.

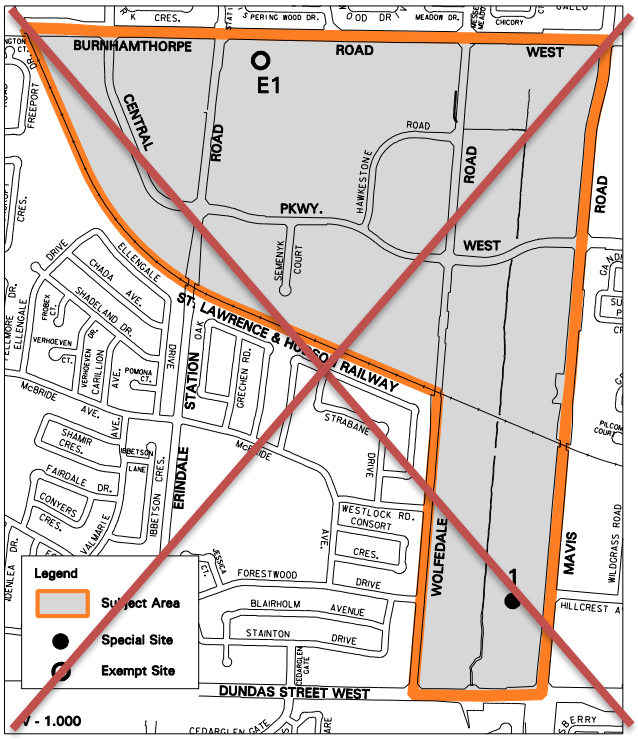
~~### 17.4.5.2 Site 2~~



~~17.4.5.2.1 The lands identified as Exempt Site 2 are located at the southeast corner of Dundas Street East and Mattawa Avenue, at 1650 Dundas Street East.~~

~~17.4.5.2.2 Notwithstanding the provisions of the Mixed Use designation, residential uses will also be permitted on the second floor of the existing building, provided that they take the form of live/work units and are limited to a maximum of 42 units and 6 140 m^2.~~

17.6 Mavis-Erindale



Map 17-6: Mavis-Erindale Employment Area

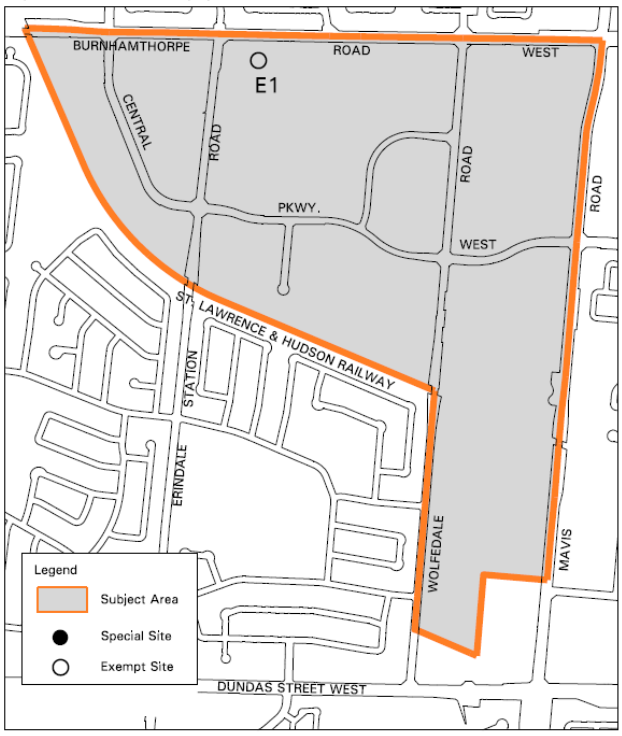
The Mavis-Erindale Employment Area is a major employment cluster that provides significant employment. With access to rail and major transportation infrastructure, the range and scale of employment uses provides significant opportunities and benefits to the City. Existing and permitted employment uses within the area will be protected from non-compatible uses to ensure continued viability of the employment area.

17.6.1 Urban Design Policies

17.6.1.1 To achieve a high standard of building design, landscape and ***streetscape***, the following design guidelines will be used to evaluate the design aspects of development proposals:

~~a. redevelopment of the lands on the west side of Mavis Road across from the lands designated for residential purposes on the east side of Mavis Road, will require upgraded landscape and ***streetscape*** treatment; and~~

Map 17-6 : Mavis-Erindale Employment Area



~~b~~a. redevelopment of the lands on the east side of Wolfedale Road will require upgraded landscape and ***streetscape*** treatment in order to address the residential nature of the lands on the west side of Wolfedale Road, south of the St. Lawrence and Hudson Railway tracks.

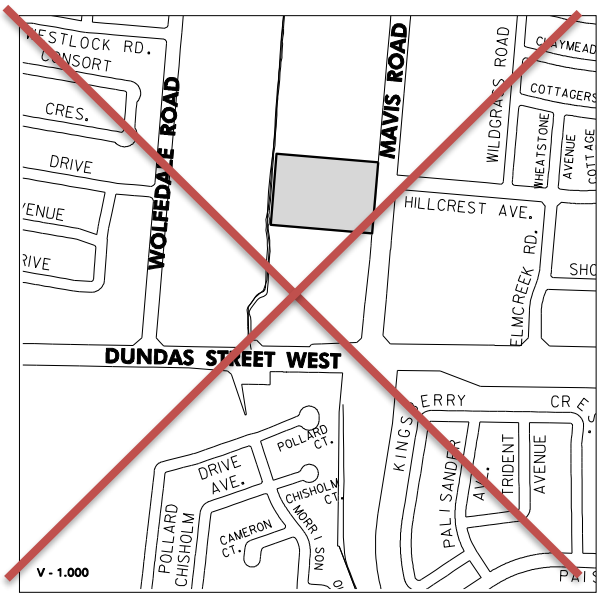
17.6.2 Land Use

17.6.2.1 Notwithstanding the Business Employment policies of this Plan, existing manufacturing and warehousing, distributing, and wholesaling uses that require extensive outdoor processing and storage will be permitted, and may expand subject to the development objectives of this Plan and current site plan control requirements.

~~17.6.3 Special Site Policies~~

~~There are sites within the Character Area that merit special attention and are subject to the following policies.~~

~~17.6.3.1 Site 1~~



~~17.6.3.1.1 The lands identified as Special Site 1 are located on the west side of Mavis Road, north of Dundas Street West.~~

~~17.6.3.1.2 Notwithstanding the provisions of the Mixed Use designation, the following additional policy will apply:~~

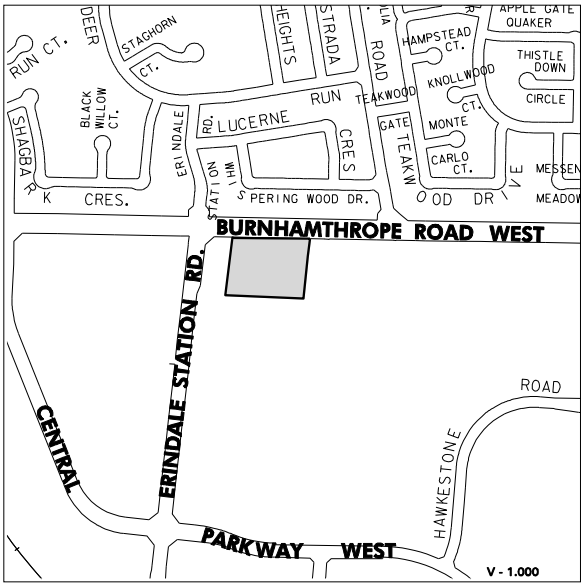
~~a. the following uses will not be permitted:~~

- ~~a department store;~~
- ~~a food supermarket;~~
- ~~a drug store; and~~
- ~~an automotive parts and accessories store~~.

17.6.43 Exempt Site Policies

There are sites within the Character Area that merit special attention and are subject to the following policies.

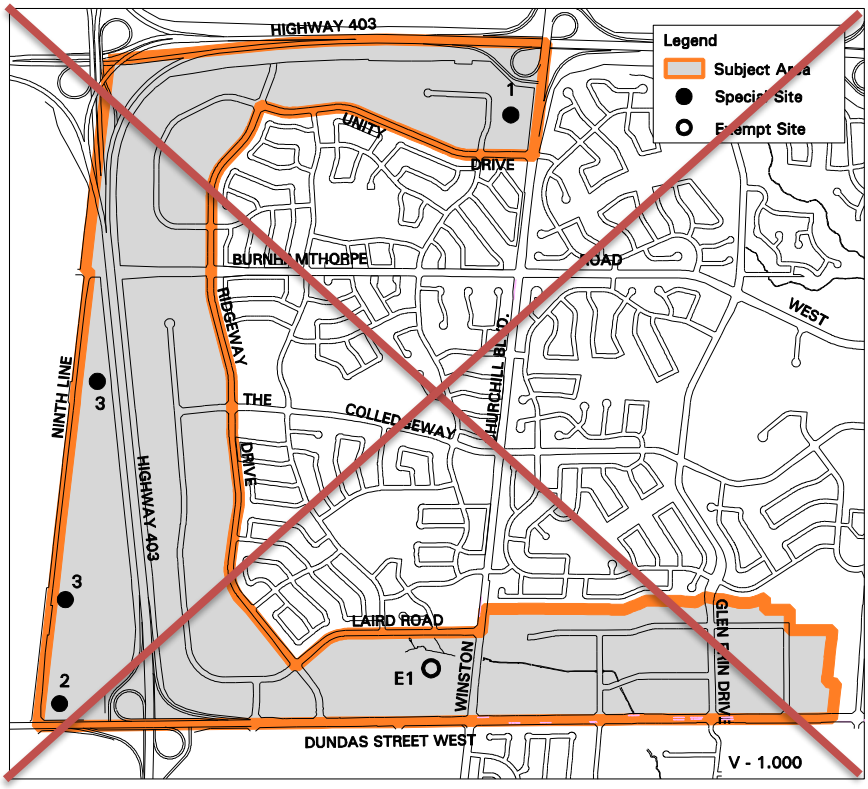
17.6.43.1 Site 1



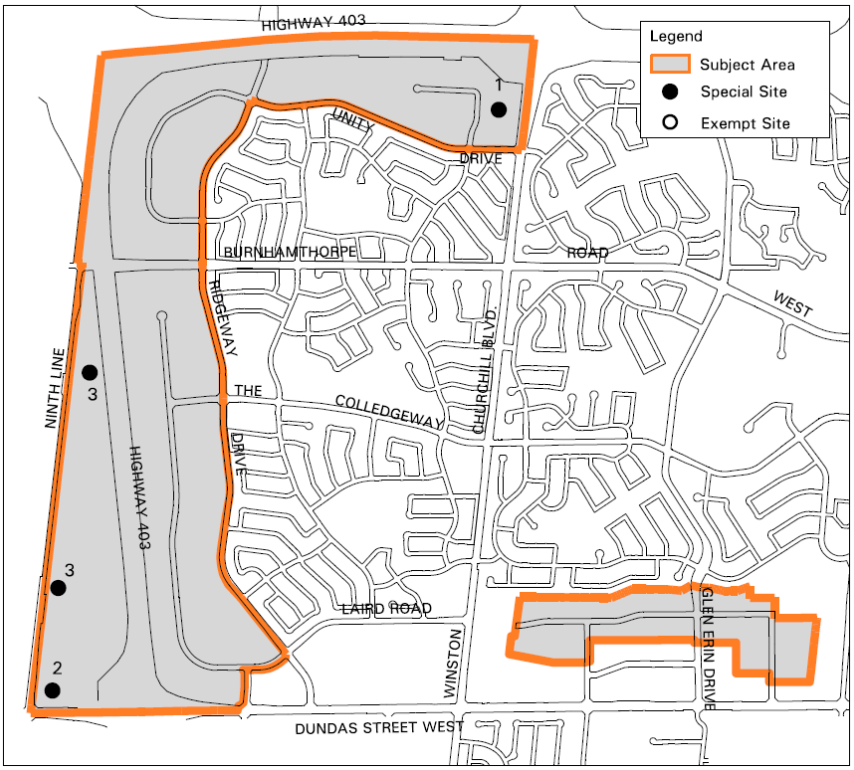
17.6.43.1.1 The lands identified as Exempt Site 1 are located on the south side of Burnhamthorpe Road West, east of Erindale Station Road.

17.6.43.1.2 Notwithstanding the provisions of the Mixed Use designation, motor vehicle body repair uses will also be permitted.

17.9 Western Business Park



Map 17-9: Western Business Park Employment Area



Map 17-9: Western Business Park Employment Area

The Western Business Park Employment Area is a major employment cluster that provides significant employment. With access to major transportation infrastructure, the range and scale of employment uses provides significant opportunities and benefits to the City. Existing and permitted employment uses within the area will be protected from non-compatible uses to ensure continued viability of the employment area.

17.9.1 Urban Design Policies

17.9.1.1 For lands with direct exposure to Provincial Highway 403, the following design policies will be used to evaluate the design aspects of development proposals:

a. limited parking will be permitted between the building and Provincial Highway 403 property line; and

b. upgraded building elevations will be required for lots abutting Provincial Highway 403, Ridgeway Drive and Ninth Line.

17.9.1.2 Loading bays and ***waste*** collection areas should not face onto Provincial Highway 403, Ridgeway Drive, Winston Churchill Boulevard, Dundas Street West or Ninth Line.

17.9.1.3 Outdoor storage and display areas should not face onto Ridgeway Drive.

17.9.2 Land Use

17.9.2.1 Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:

a. motor vehicle body repair facilities;

b. trucking terminals; and

c. ***waste processing stations*** or ***waste transfer stations*** and composting facilities.

17.9.3 Special Site Policies

There are sites within the Character Area that merit special attention and are subject to the following policies.

17.9.3.1 Site 1



17.9.3.1.1 The lands identified as Special Site 1 are located in the northwest quadrant of the intersection of Winston Churchill Boulevard and Unity Drive.

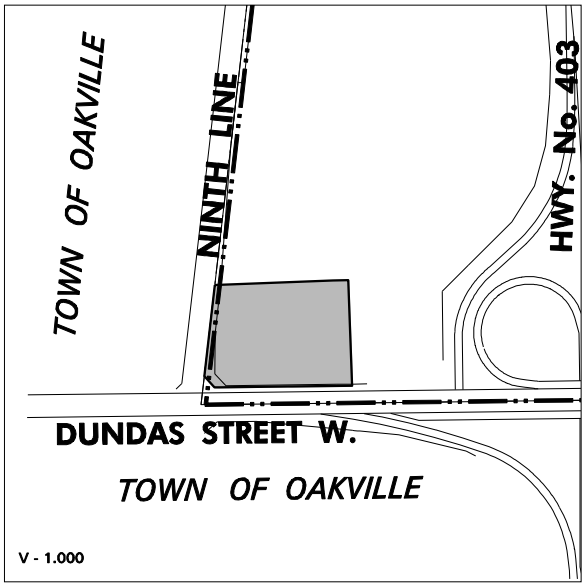
17.9.3.1.2 Notwithstanding the provisions of the Business Employment designation, the following additional policies will apply:

a. Mixed Uses, excluding motor vehicle commercial uses, will be permitted; and

b. the preparation of a concept plan promoting the integrated development of the existing lots will be required in conjunction with any development applications. The concept plan will be required to address the following:

- street access;
- impacts on residential lands will be addressed in accordance with the Urban Design policies of this Plan; and
- appropriate gateway treatment through the massing of buildings and landscape design.

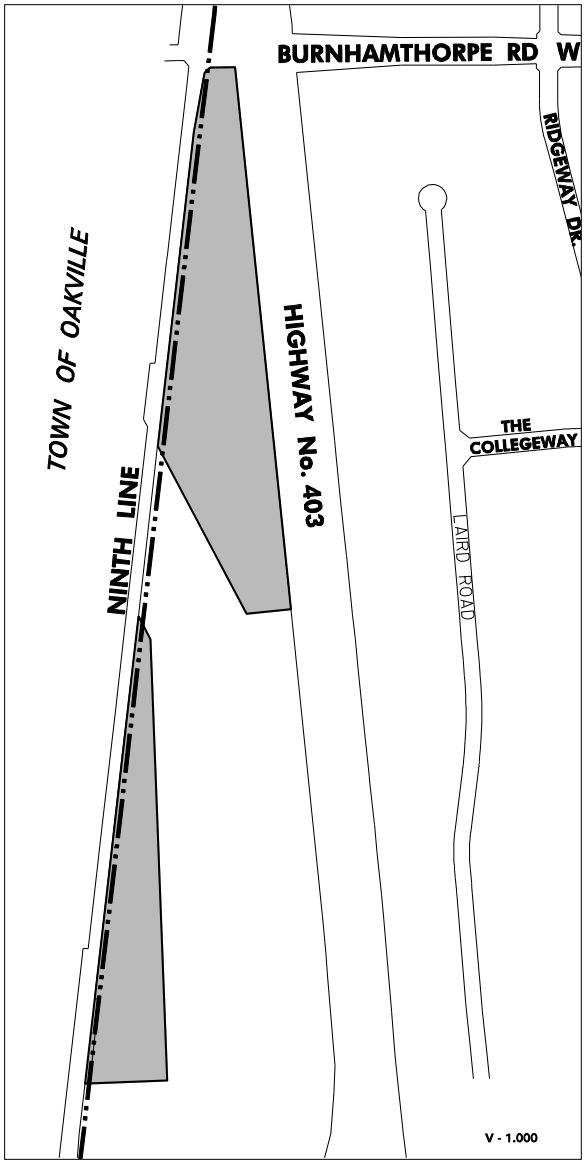
17.9.3.2 Site 2



17.9.3.2.1 The lands identified as Special Site 2 are located on the north side of Dundas Street West, east of Ninth Line, and west of Provincial Highway 403.

17.9.3.2.2 Notwithstanding the provisions of the Business Employment designation, Mixed Uses and cemetery use will be permitted.

17.9.3.3 Site 3

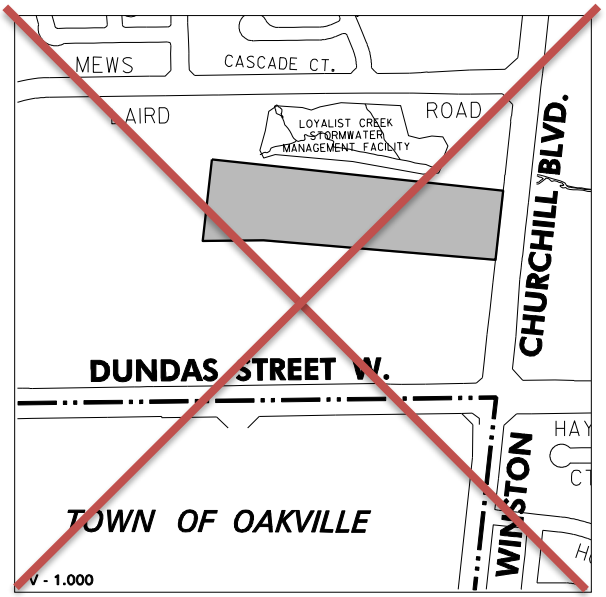


17.9.3.3.1 The lands identified as Special Site 3 are located on the east side of Ninth Line, south of Burnhamthorpe Road West.

17.9.3.3.2 Notwithstanding the provisions of the Business Employment designation, cemetery use will be permitted.

~~17.9.4 Exempt Site Policies~~

~~17.9.4.1 Site 1~~



~~17.9.4.1.1 The lands identified as Exempt Site 1 are located south of Laird Road and west of Winston Churchill Boulevard.~~

~~17.9.4.1.2 Notwithstanding the provisions of the Mixed Use designation, housing for the elderly will also be permitted.~~

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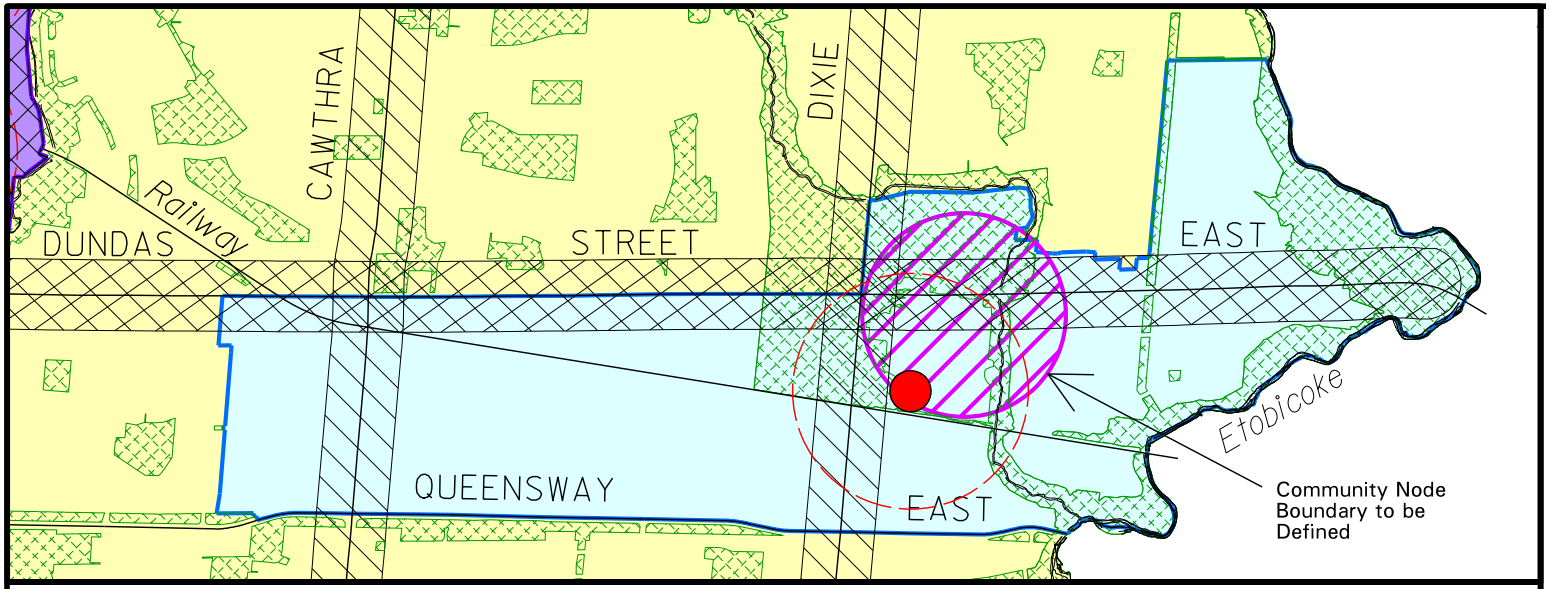

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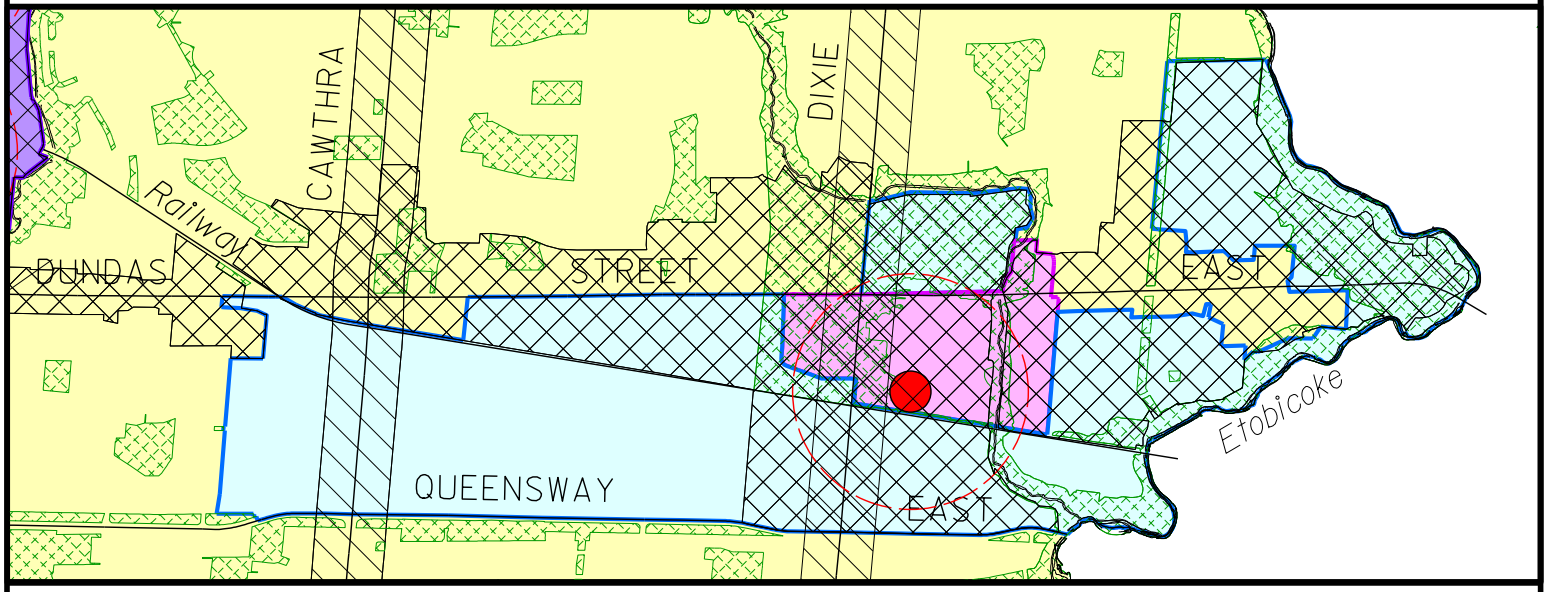

PROPOSED

LEGEND

GREEN SYSTEM

- Green System

CITY STRUCTURE

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

CORRIDORS

- Corridor
- Intensification Corridor

Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

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metres

MAP 'A1'
Part of
Schedule 1-Urban System
of Mississauga Official Plan

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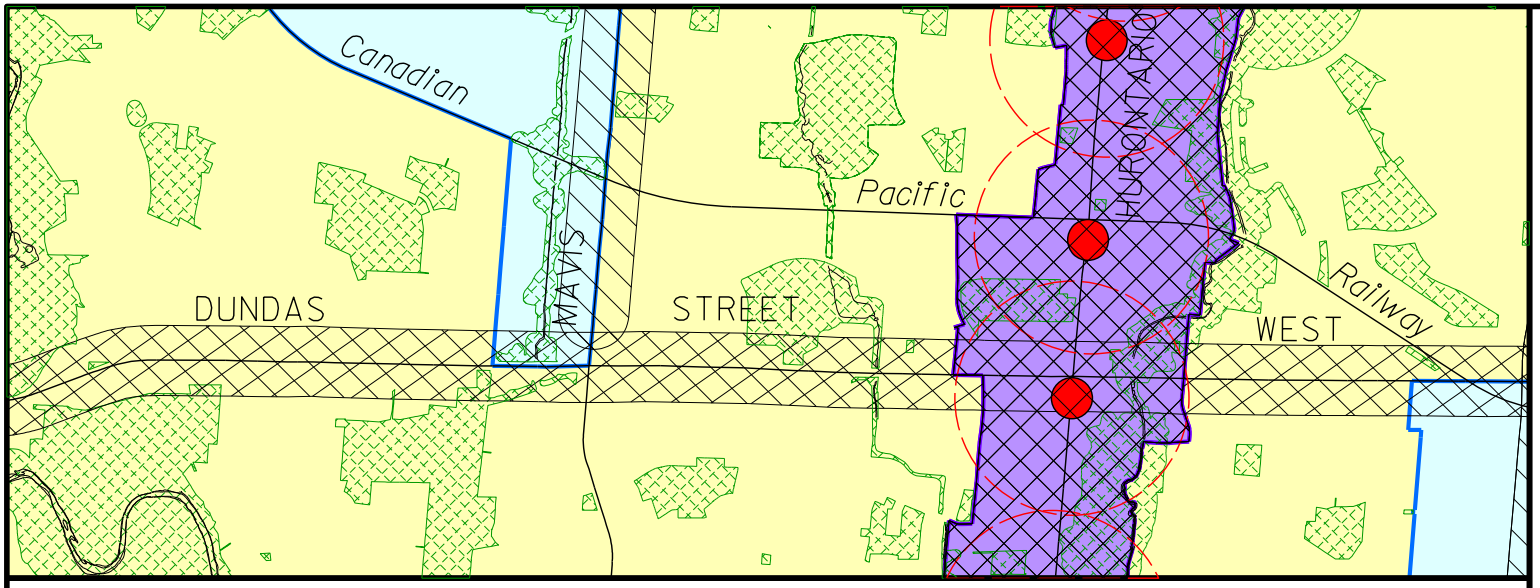

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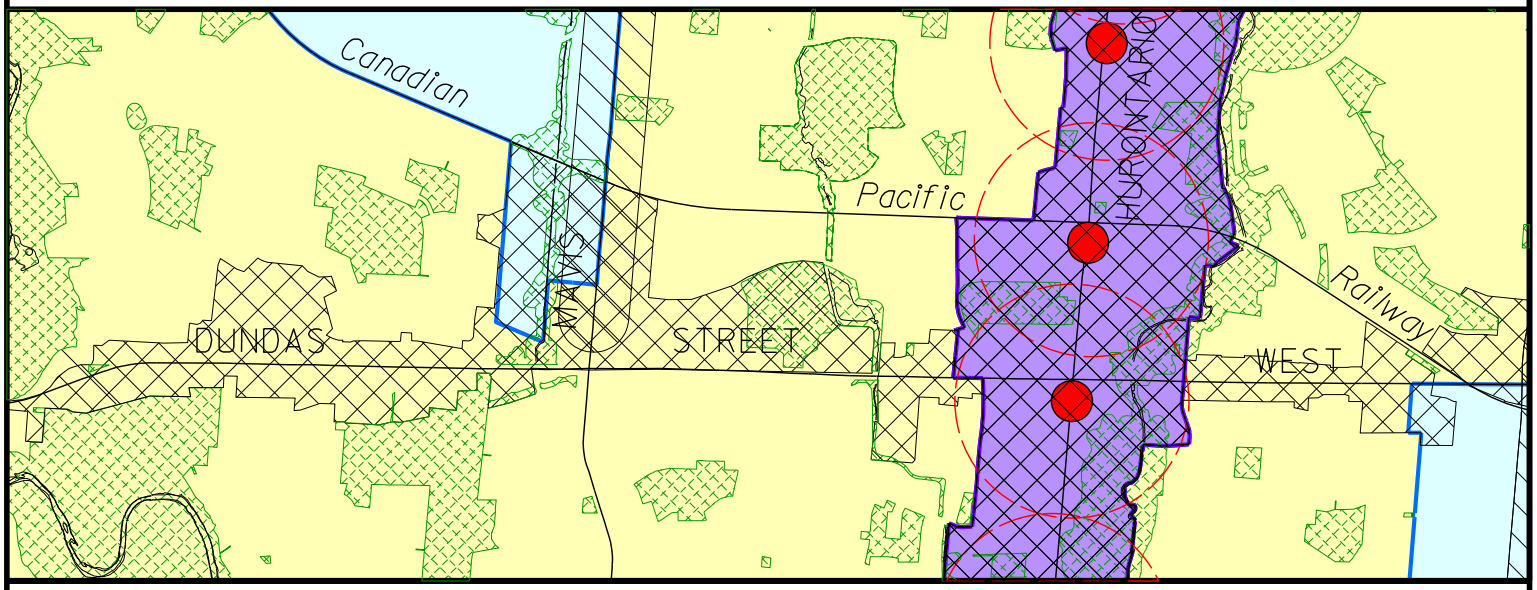

PROPOSED

LEGEND

GREEN SYSTEM

- Green System

CITY STRUCTURE

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

CORRIDORS

- Corridor
- Intensification Corridor

Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

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MAP 'A2'
Part of
Schedule 1-Urban System
of Mississauga Official Plan

MISSISSAUGA

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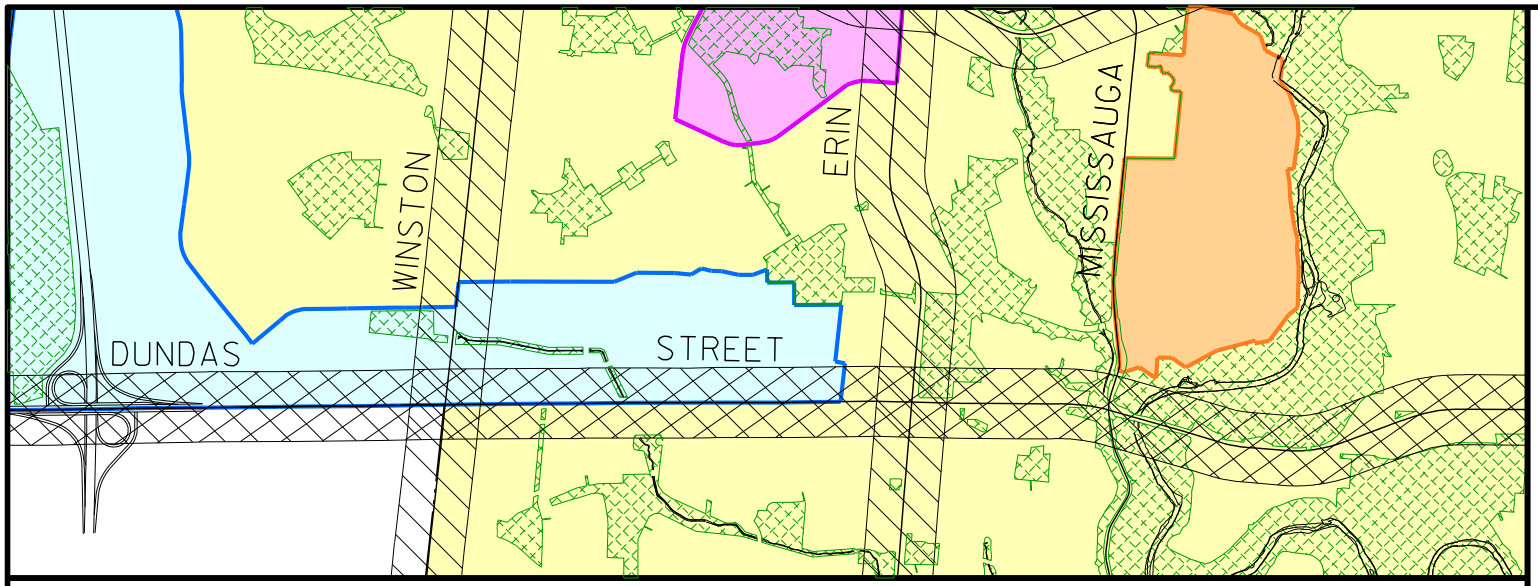

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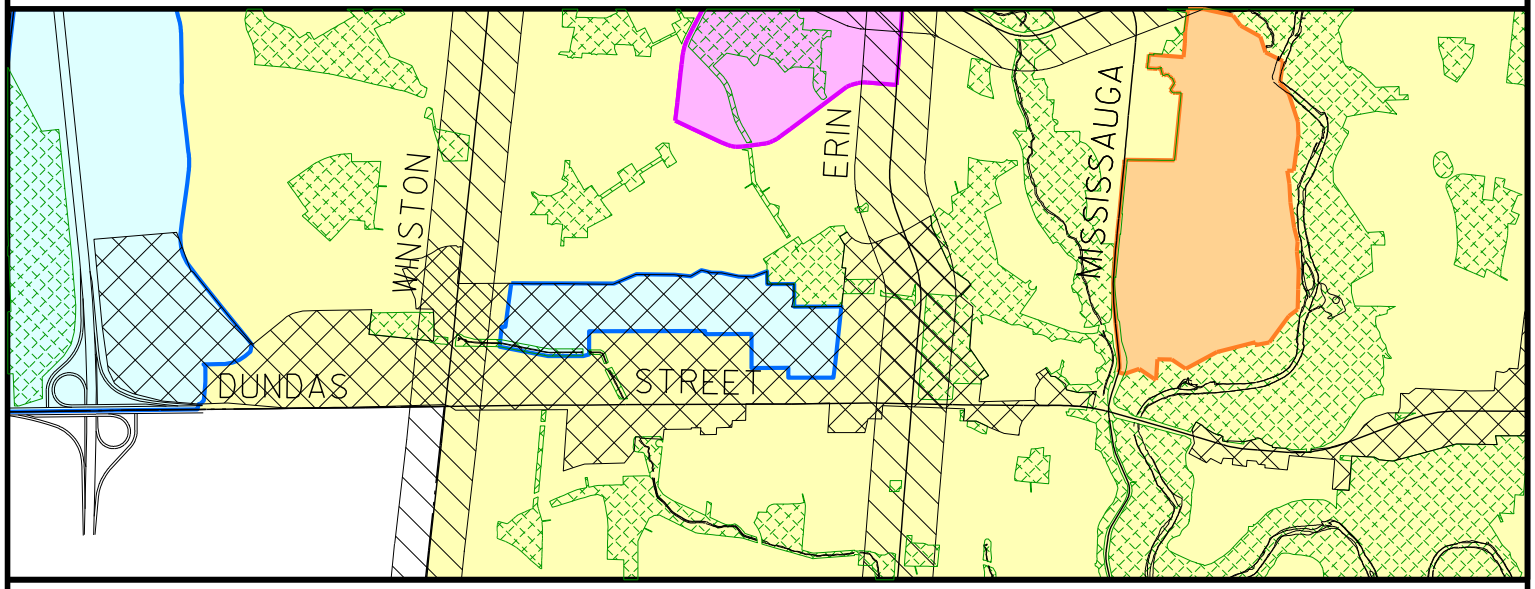

PROPOSED

LEGEND

GREEN SYSTEM

- Green System

CITY STRUCTURE

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

CORRIDORS

- Corridor
- Intensification Corridor

Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

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MAP 'A3'
Part of
Schedule 1-Urban System
of Mississauga Official Plan

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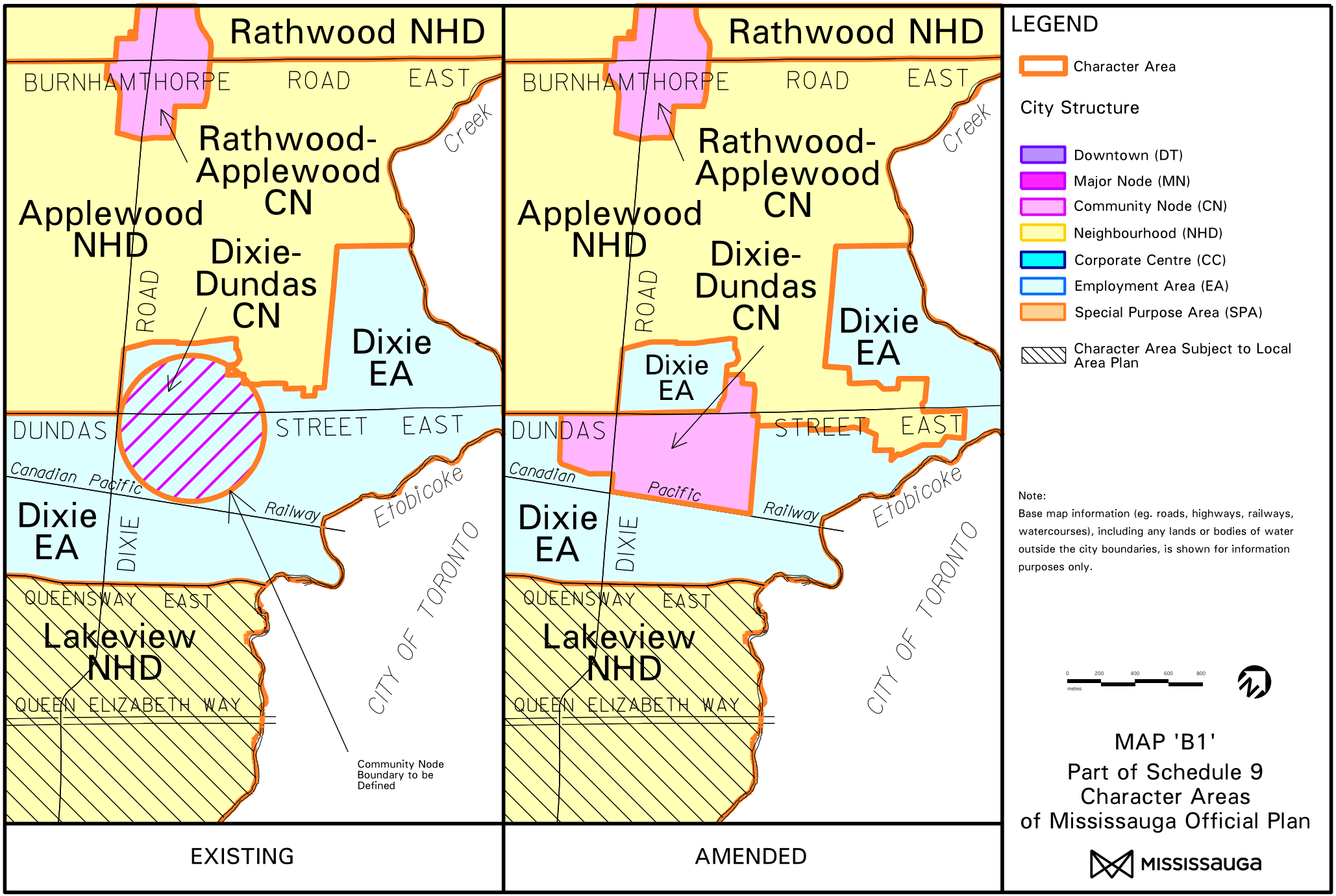

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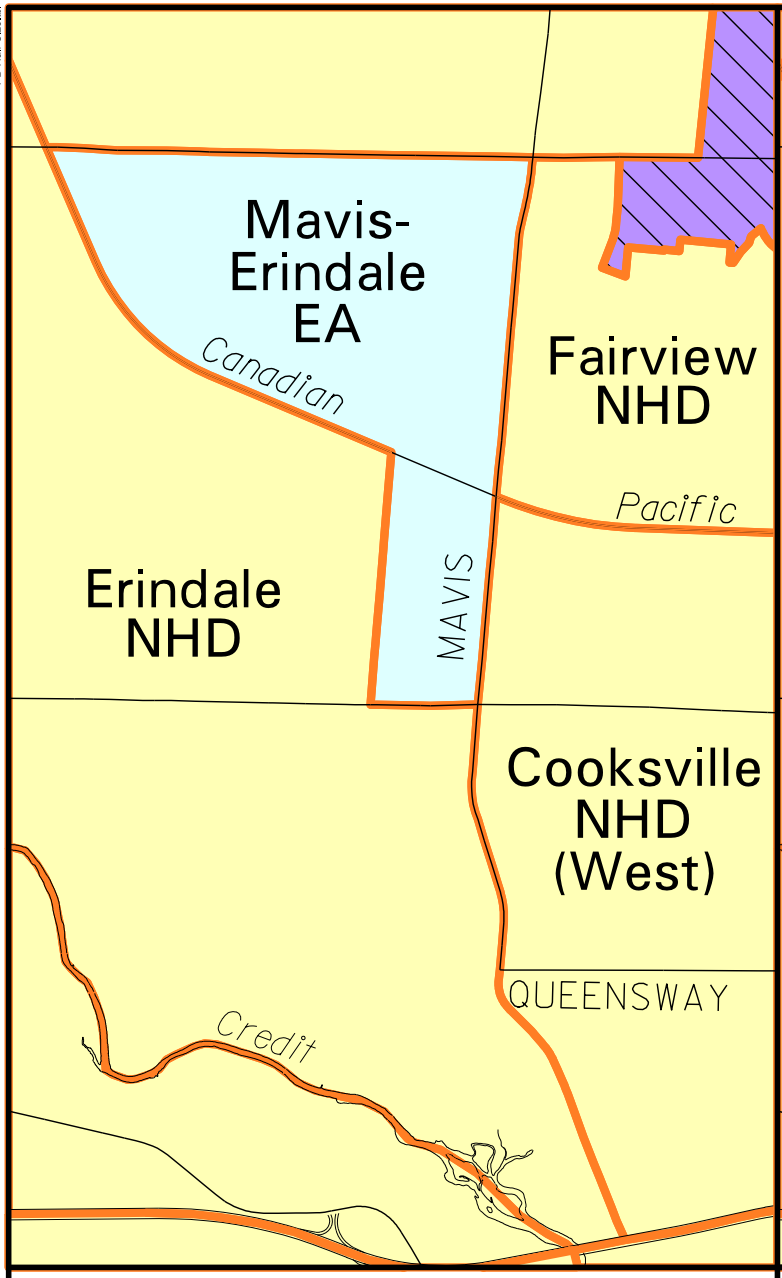

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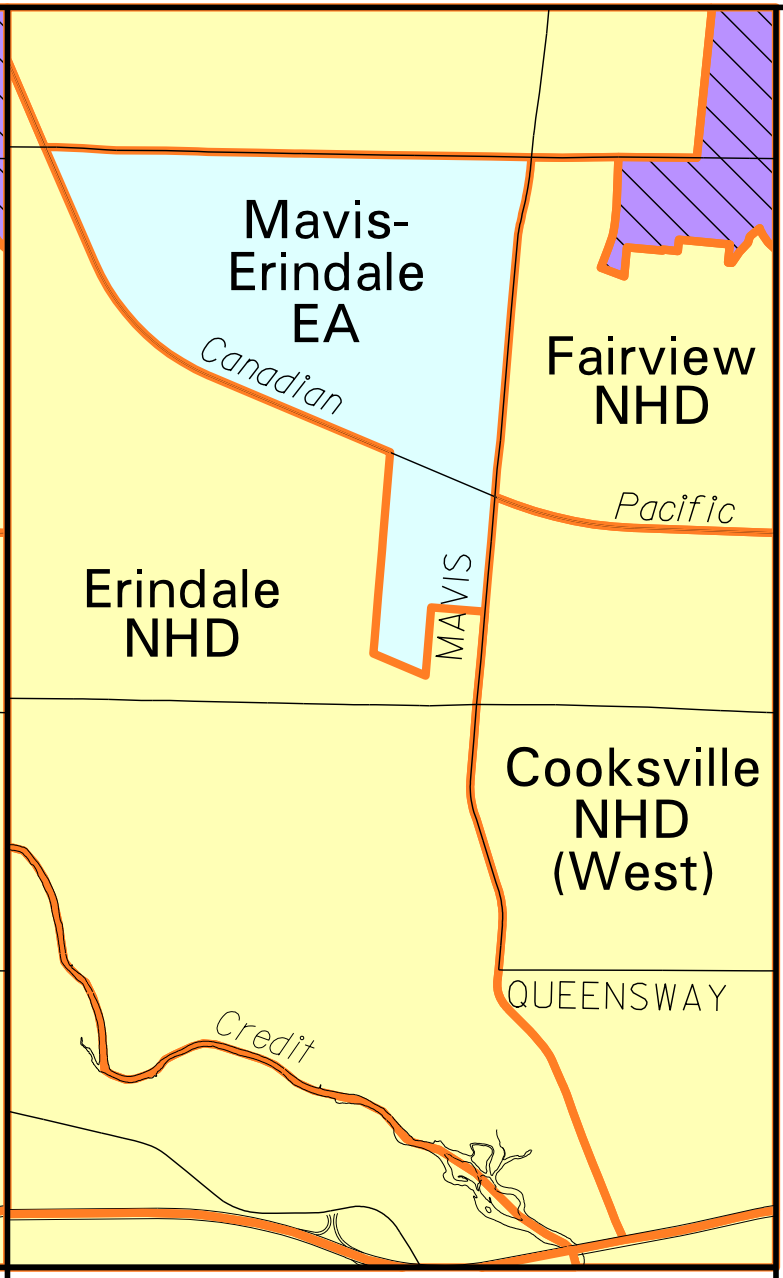

AMENDED

LEGEND

- Character Area

City Structure

- Downtown (DT)
- Major Node (MN)
- Community Node (CN)
- Neighbourhood (NHD)
- Corporate Centre (CC)
- Employment Area (EA)
- Special Purpose Area (SPA)
- Character Area Subject to Local Area Plan

Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

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MAP 'B2'
Part of Schedule 9
Character Areas
of Mississauga Official Plan

MISSISSAUGA

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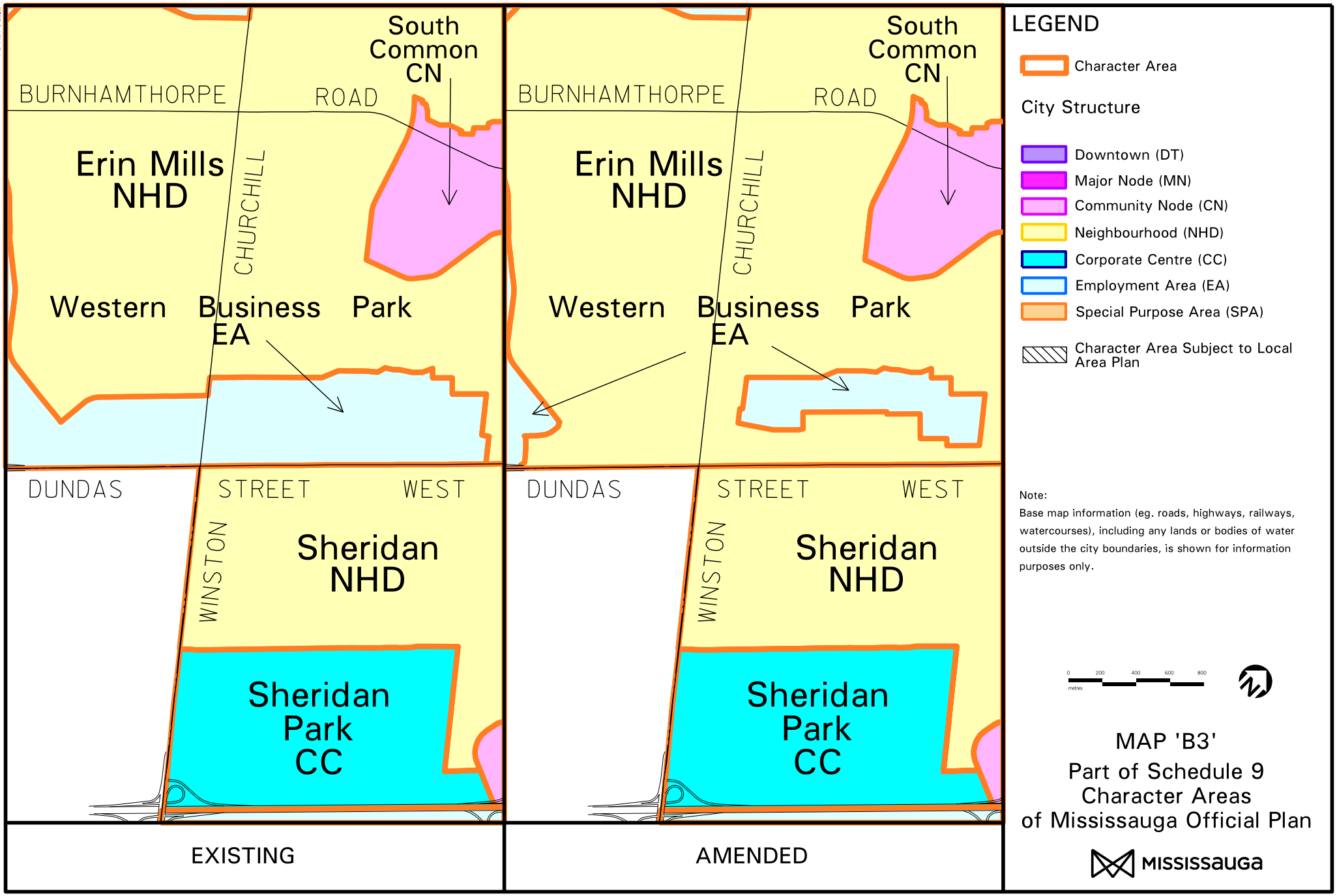

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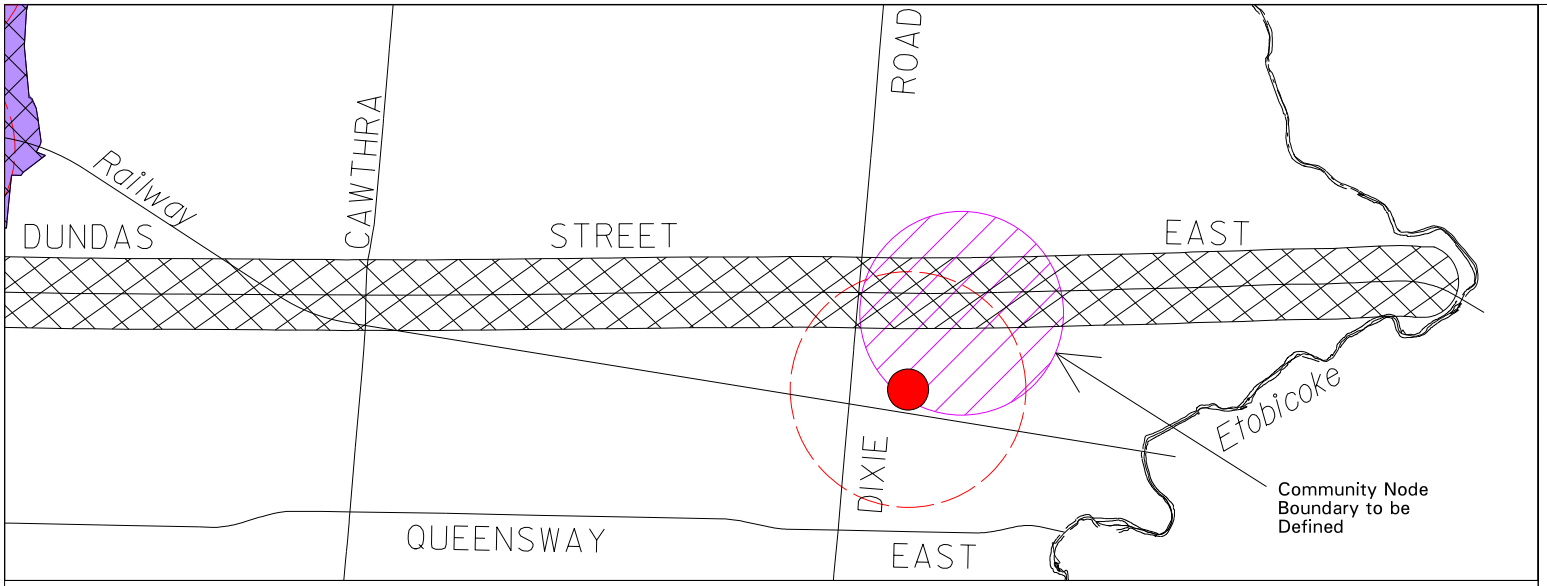

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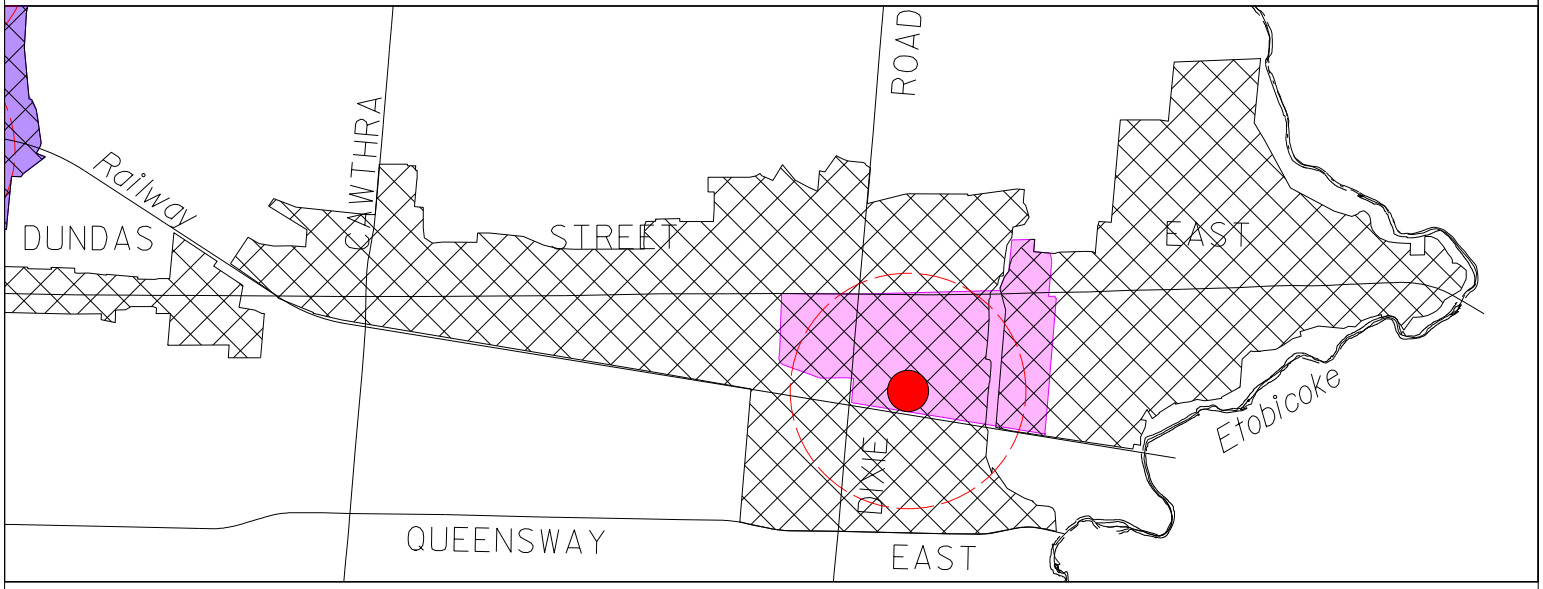

PROPOSED

LEGEND

- Downtown
- Major Node
- Community Node
- Corporate Centre
- Intensification Corridor
- Major Transit Station Area with 500m radius circle

Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

0 200 400 600 800
metres

MAP 'A1'

Part of Schedule 2 Intensification Areas of Mississauga Official Plan

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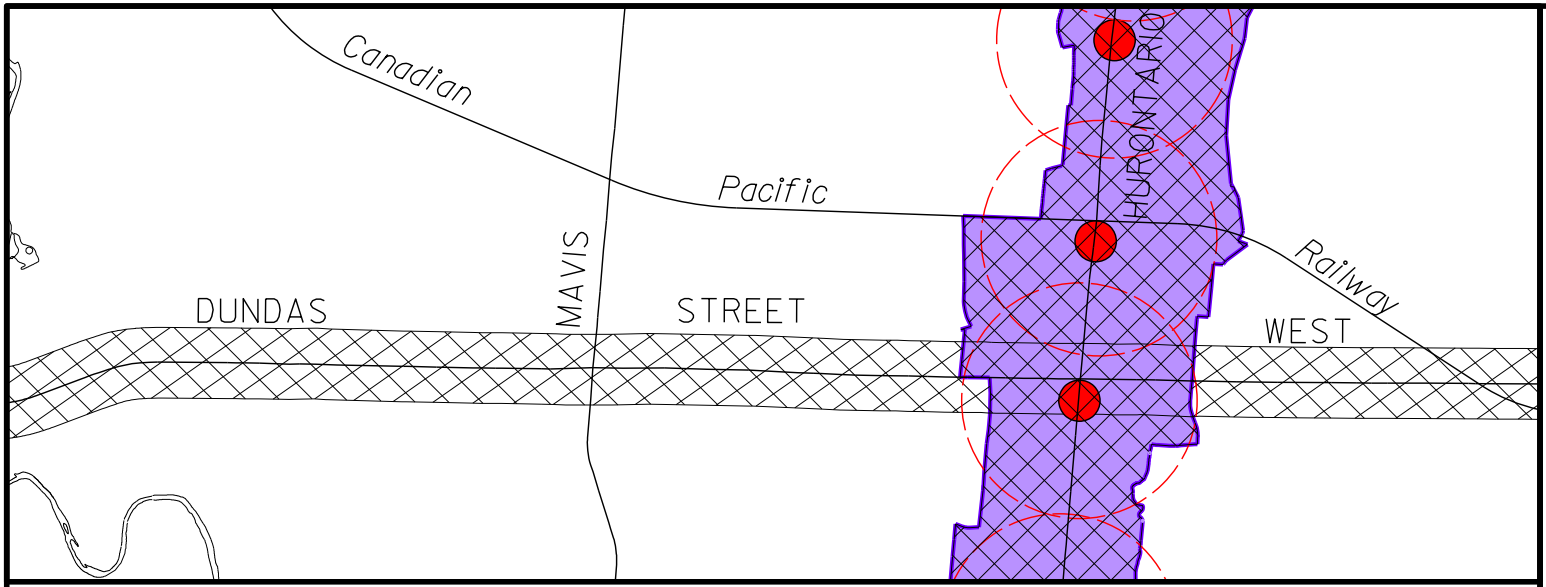

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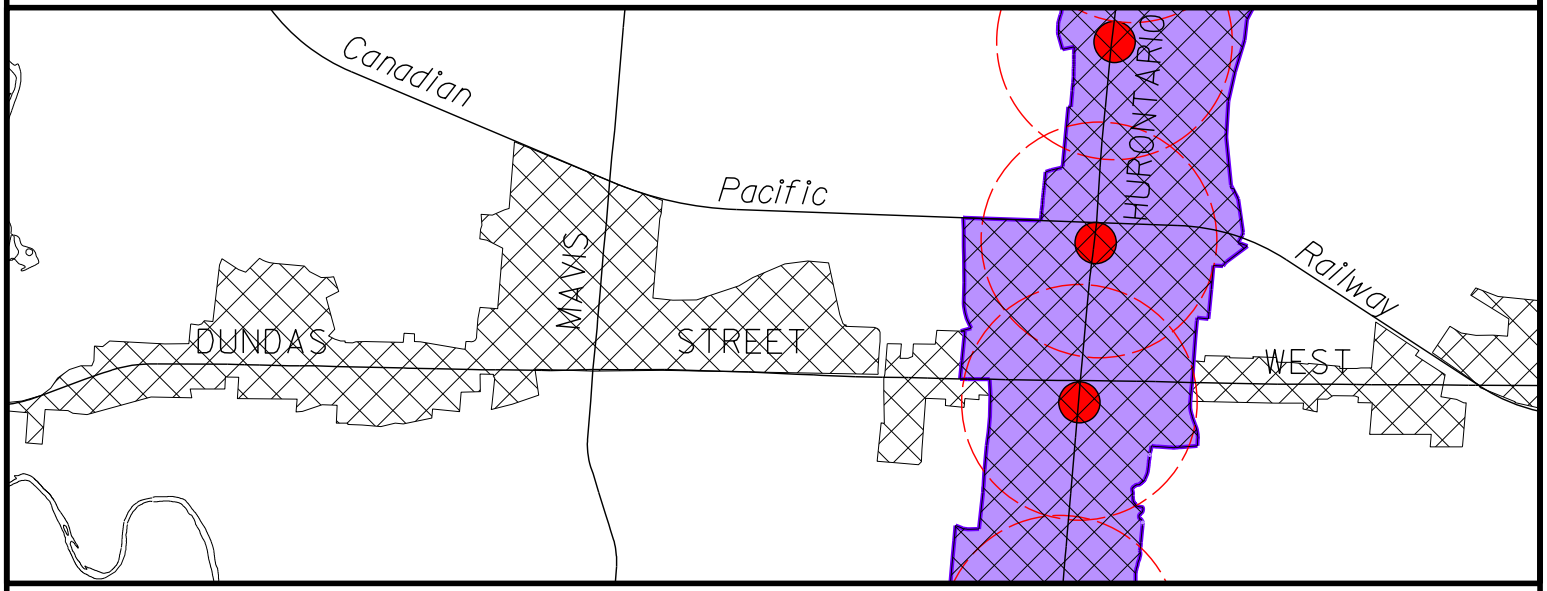

PROPOSED

LEGEND

- Downtown
- Major Node
- Community Node
- Corporate Centre
- Intensification Corridor
- Major Transit Station Area with 500m radius circle

Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

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MAP 'A2'

Part of Schedule 2 Intensification Areas of Mississauga Official Plan

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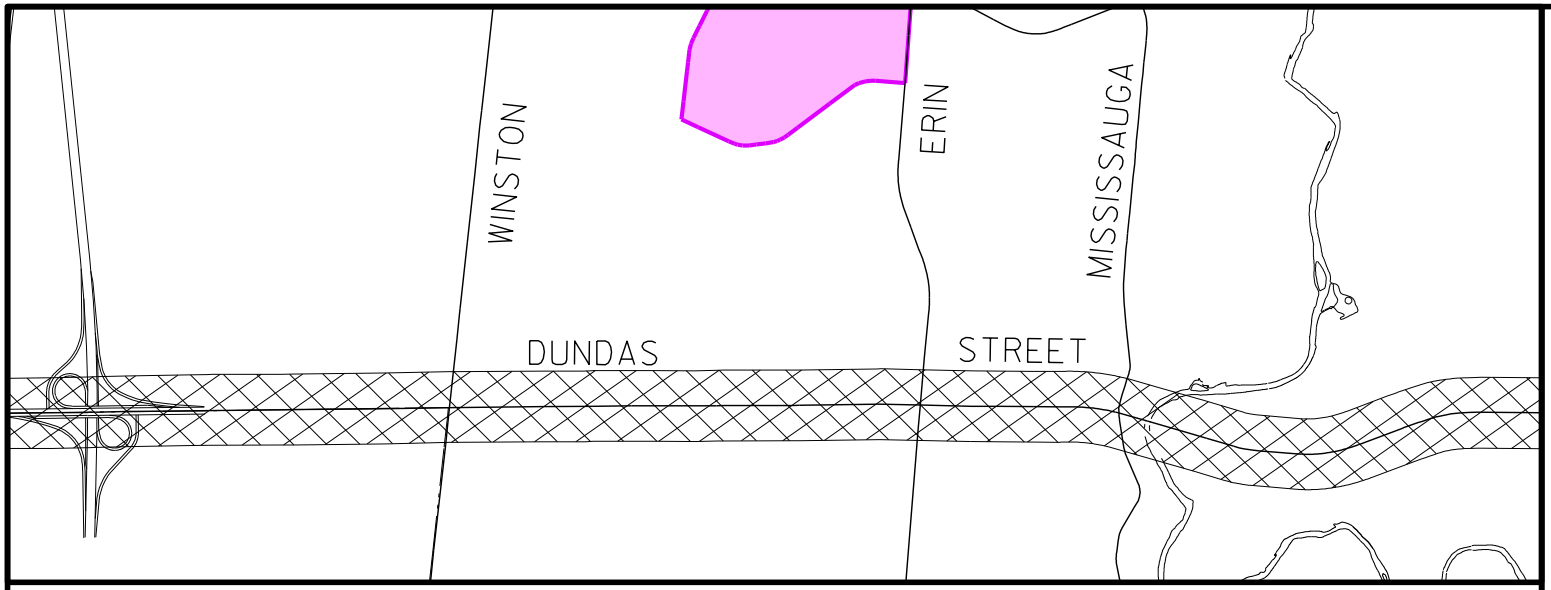

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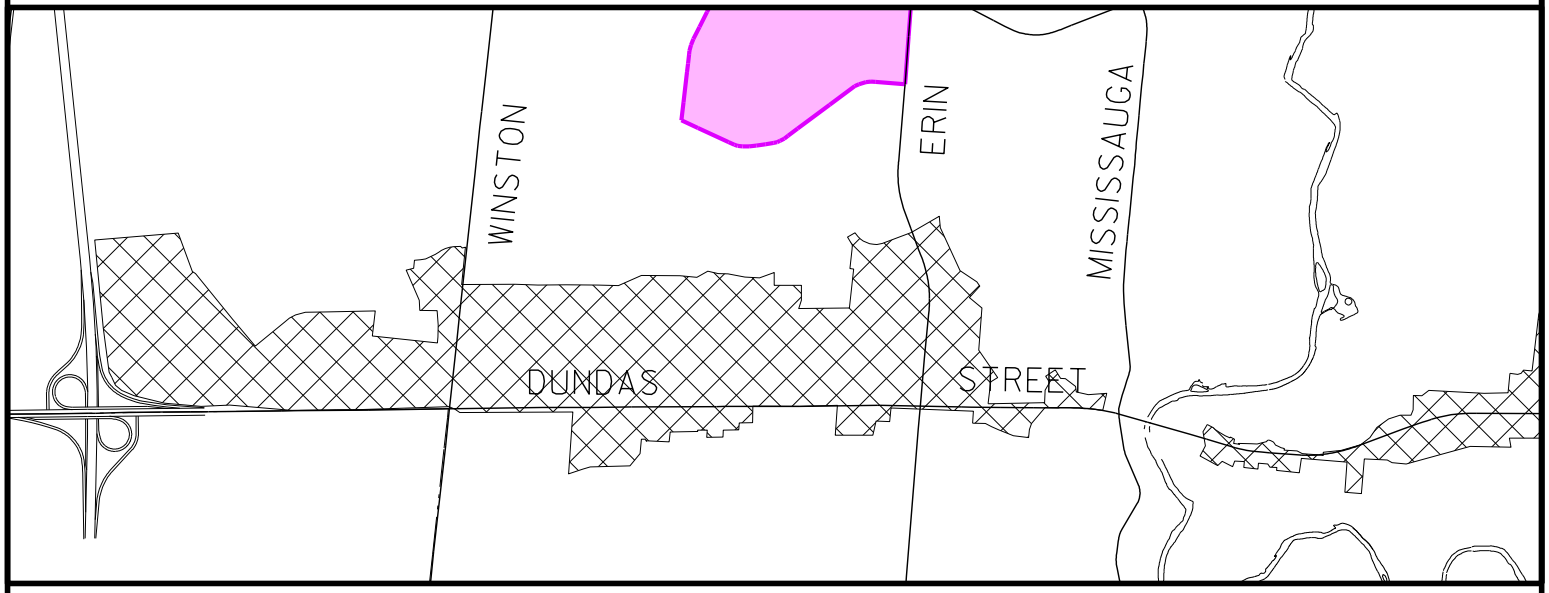

PROPOSED

LEGEND

- Downtown
- Major Node
- Community Node
- Corporate Centre
- Intensification Corridor
- Major Transit Station Area with 500m radius circle

Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

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metres

MAP 'A3'

Part of Schedule 2 Intensification Areas of Mississauga Official Plan

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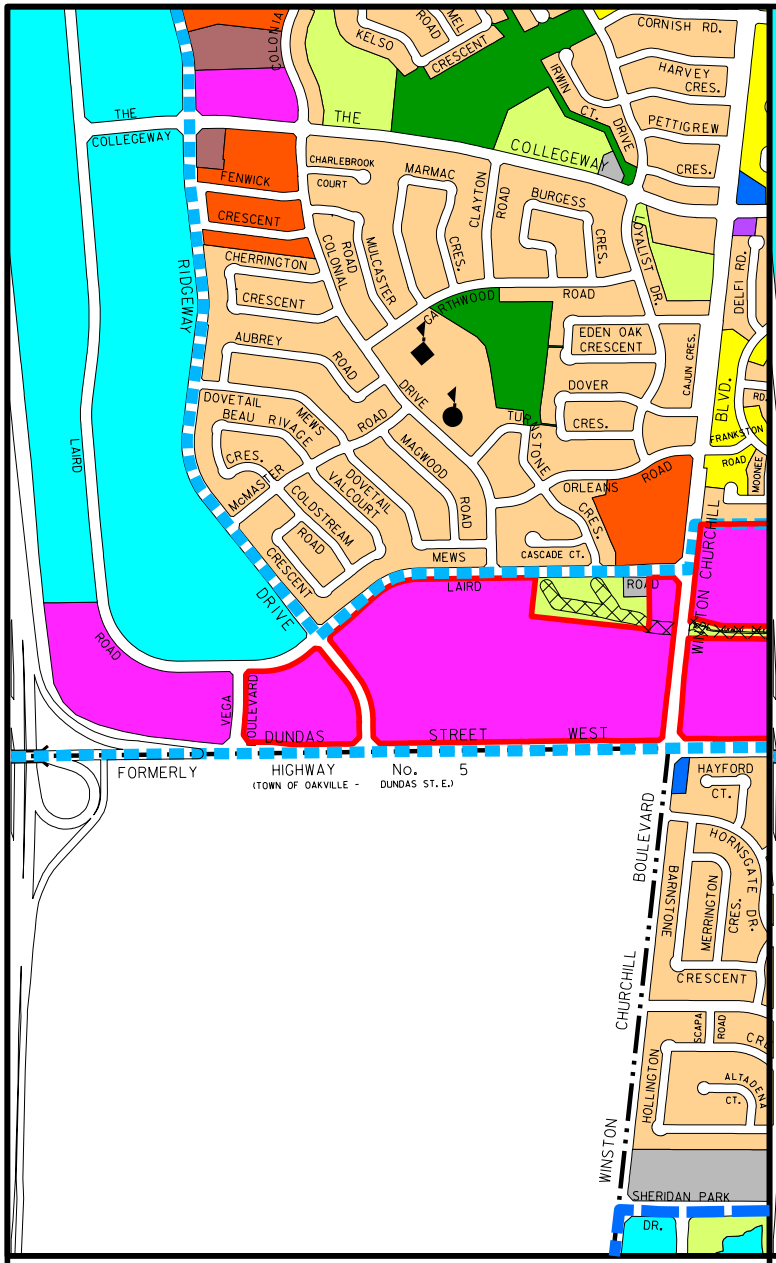
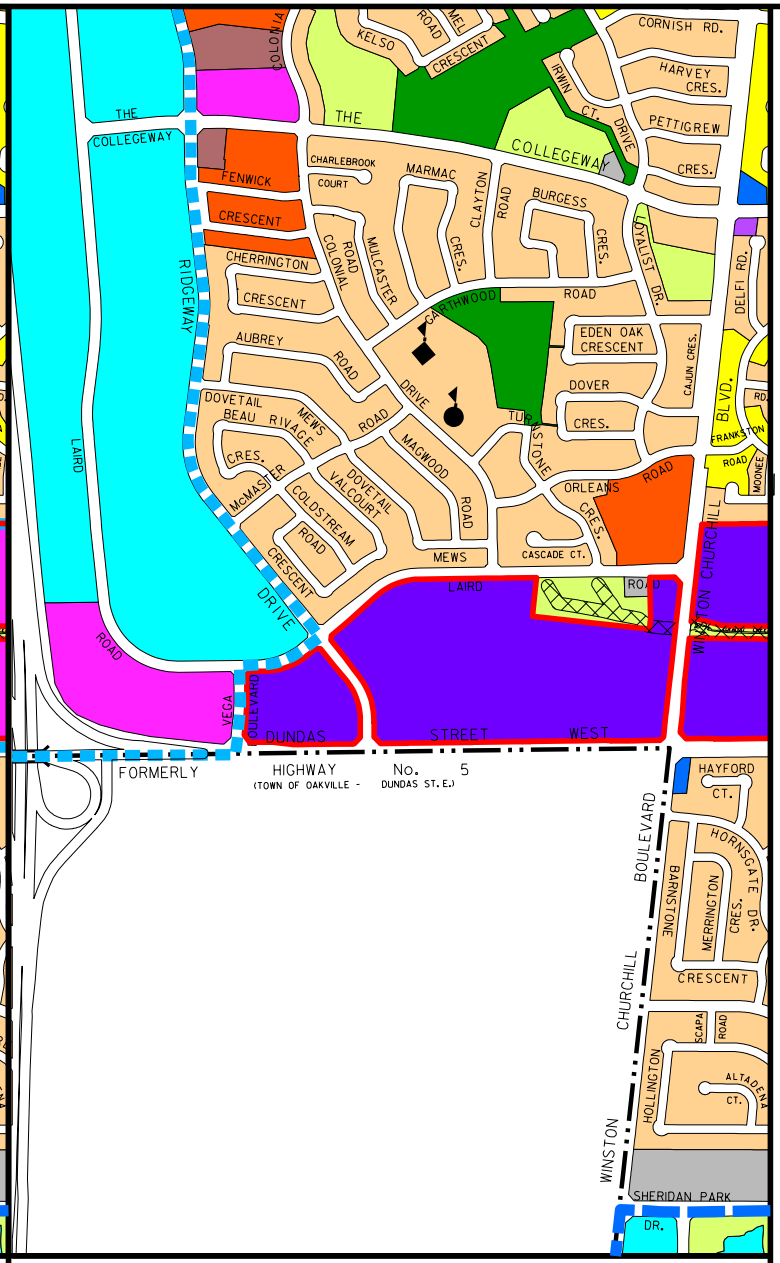


EXISTING LAND USE DESIGNATION



PROPOSED LAND USE DESIGNATION

LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Mixed Use Limited
- Downtown Mixed Use
- Downtown Core Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Business Employment
- Industrial
- Airport
- Institutional
- Public Open Space
- Private Open Space
- Greenlands
- Parkway Belt West
- Utility

BASE MAP INFORMATION

- Heritage Conservation District
- 1996 NEP/2000 NEF Composite Noise Contours (30)
- LBPIA Operating Area Boundary See Aircraft Noise Policies
- Area Exempt from LBPIA Operating Area
- Natural Hazards
- Civic Centre (City Hall)
- City CentreTransit Terminal
- GO Rail Transit Station
- Public School
- Catholic School
- Hospital
- Community Facilities

City Structure

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

AREA OF AMENDMENT

FROM:
MIXED USE

TO:
MIXED USE LIMITED

0 120 240 360 480
metres

MAP 'B1'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan

MISSISSAUGA

6/9/2022

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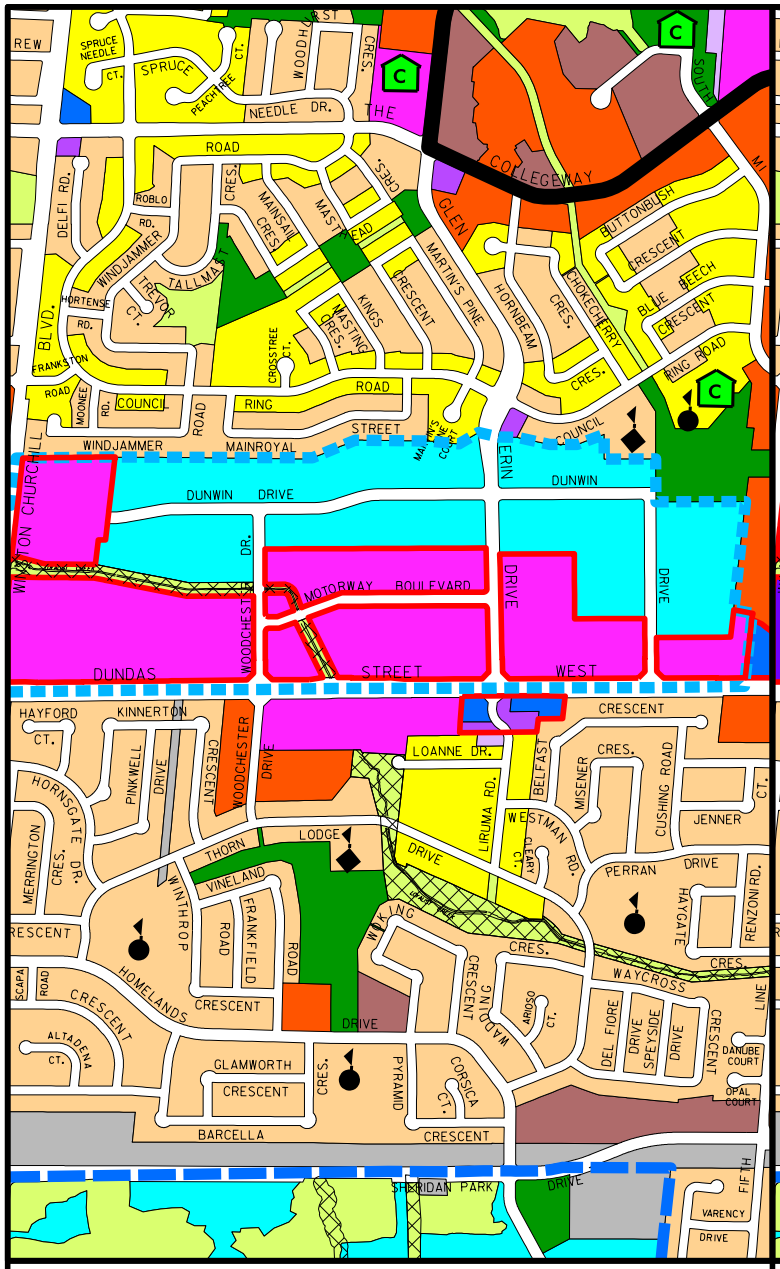
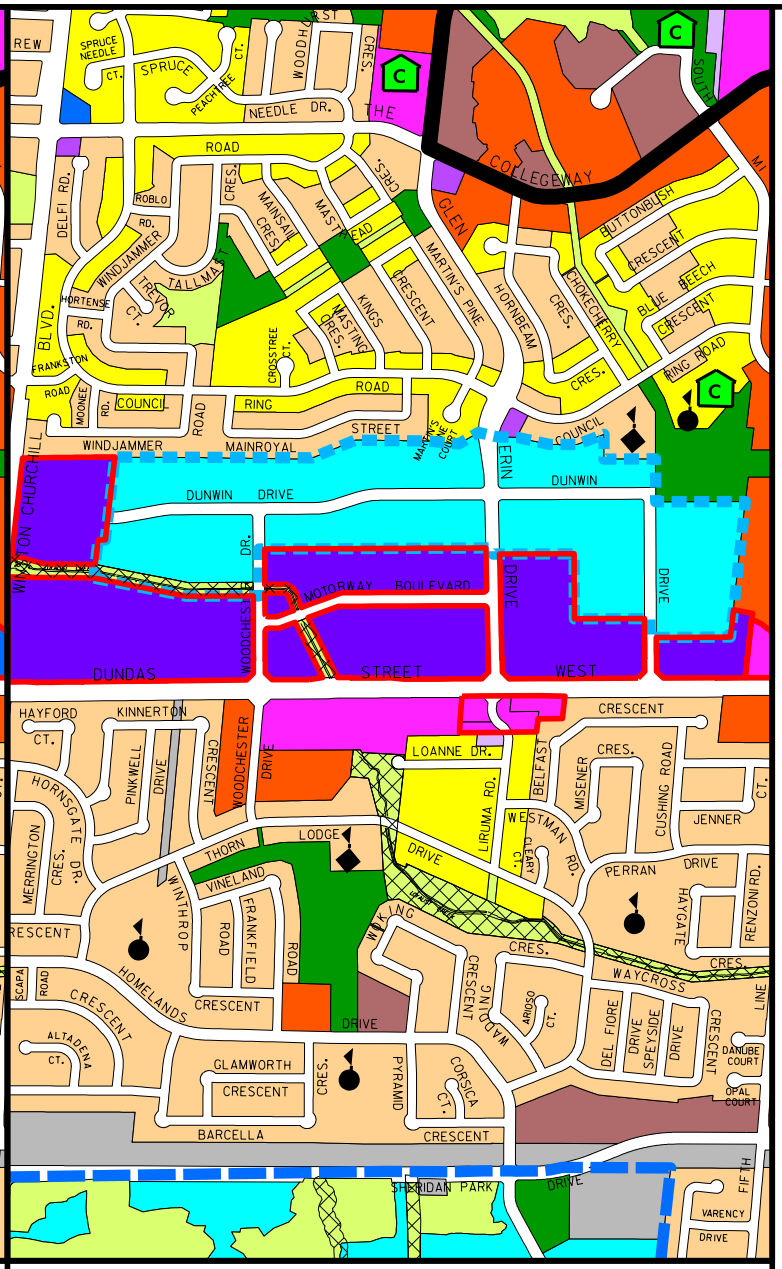


EXISTING LAND USE DESIGNATION



PROPOSED LAND USE DESIGNATION

LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Mixed Use Limited
- Downtown Mixed Use
- Downtown Core Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Business Employment
- Industrial
- Airport
- Institutional
- Public Open Space
- Private Open Space
- Greenlands
- Parkway Belt West
- Utility

BASE MAP INFORMATION

- Heritage Conservation District
- 1996 NEP/2000 NEF Composite Noise Contours
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- Natural Hazards
- Civic Centre (City Hall)
- City CentreTransit Terminal
- GO Rail Transit Station
- Public School
- Catholic School
- Hospital
- Community Facilities

City Structure

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

AREA OF AMENDMENT

FROM:
- MIXED USE
- CONVENIENCE COMMERCIAL
- MOTOR VEHICLE COMMERCIAL

TO:
- MIXED USE
- MIXED USE LIMITED

0 120 240 360 480
metres

MAP 'B2'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan

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PB-Half-Size.tbl



EXISTING LAND USE DESIGNATION



PROPOSED LAND USE DESIGNATION

LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Mixed Use Limited
- Downtown Mixed Use
- Downtown Core Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Business Employment
- Industrial
- Airport
- Institutional
- Public Open Space
- Private Open Space
- Greenlands
- Parkway Belt West
- Utility

BASE MAP INFORMATION

- Heritage Conservation District
- 1996 NEP/2000 NEF Composite Noise Contours (30)
- LBPIA Operating Area Boundary See Aircraft Noise Policies
- Area Exempt from LBPIA Operating Area
- Natural Hazards
- Civic Centre (City Hall)
- City CentreTransit Terminal
- GO Rail Transit Station
- Public School
- Catholic School
- Hospital
- Community Facilities

City Structure

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

AREA OF AMENDMENT

FROM:

- RESIDENTIAL LOW DENSITY I
- MIXED USE
- CONVENIENCE COMMERCIAL
- MOTOR VEHICLE COMMERCIAL

TO:

- MIXED USE
- MIXED USE LIMITED

0 120 240 360 480
metres

MAP 'B3'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan

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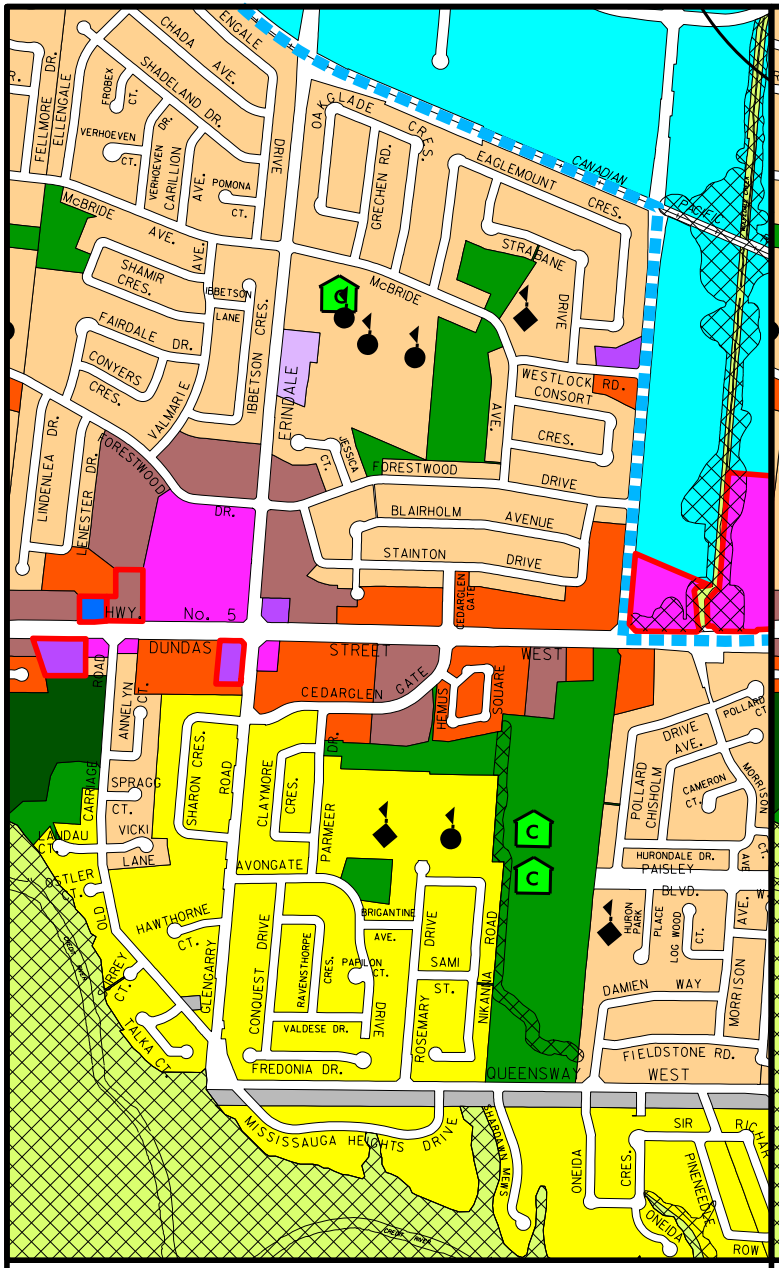

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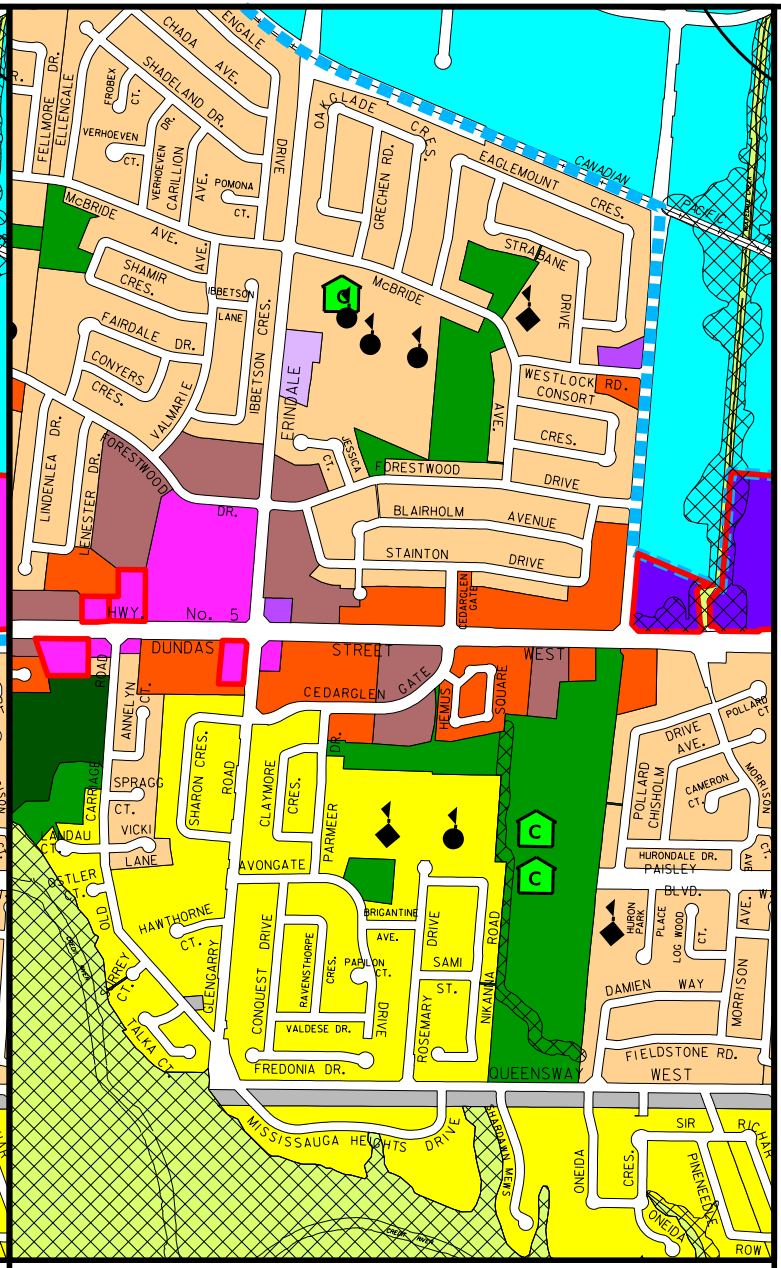

PROPOSED LAND USE DESIGNATION

LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Mixed Use Limited
- Downtown Mixed Use
- Downtown Core Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Business Employment
- Industrial
- Airport
- Institutional
- Public Open Space
- Private Open Space
- Greenlands
- Parkway Belt West
- Utility

BASE MAP INFORMATION

- Heritage Conservation District
- 1996 NEP/2000 NEF Composite Noise Contours
- LBPIA Operating Area Boundary See Aircraft Noise Policies
- Area Exempt from LBPIA Operating Area
- Natural Hazards
- Civic Centre (City Hall)
- City CentreTransit Terminal
- GO Rail Transit Station
- Public School
- Catholic School
- Hospital
- Community Facilities

City Structure

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

AREA OF AMENDMENT

FROM:

- RESIDENTIAL HIGH DENSITY
- MIXED USE
- CONVENIENCE COMMERCIAL
- MOTOR VEHICLE COMMERCIAL

TO:

- MIXED USE
- MIXED USE LIMITED

0 120 240 360 480
metres

MAP 'B4'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan

MISSISSAUGA

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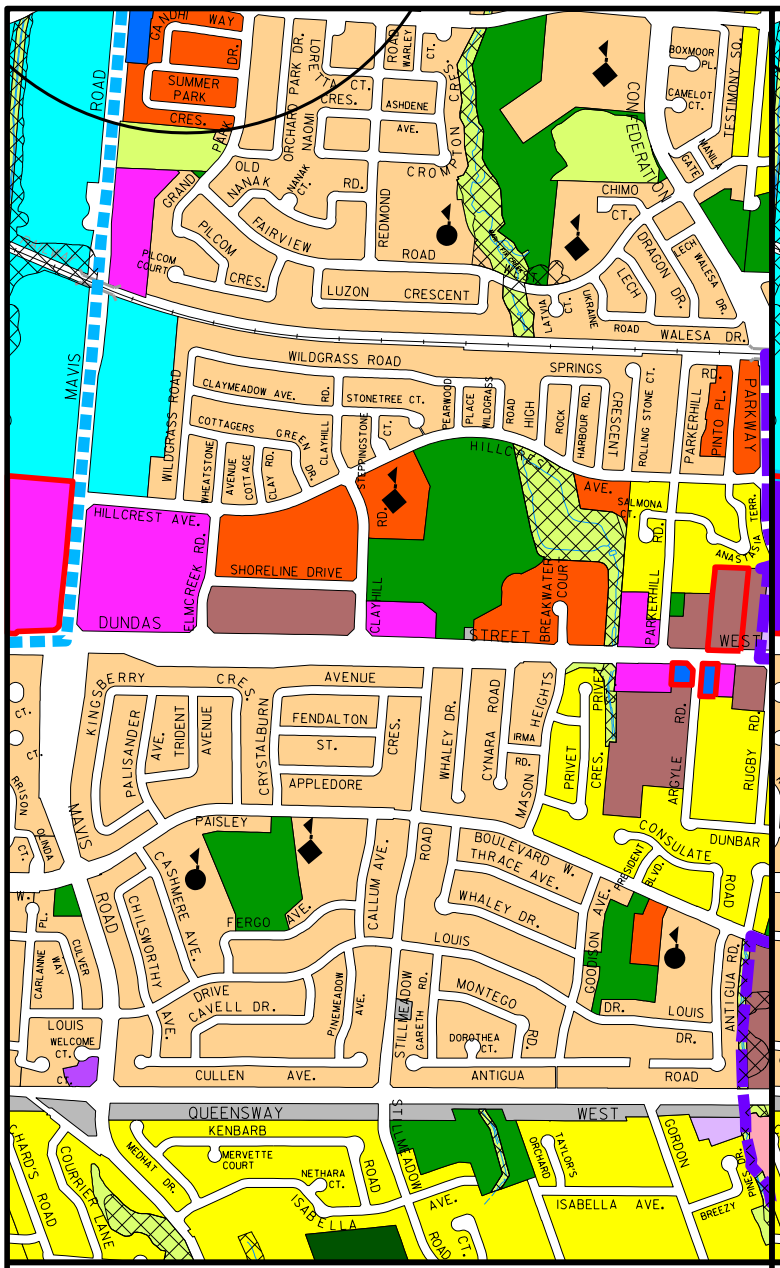

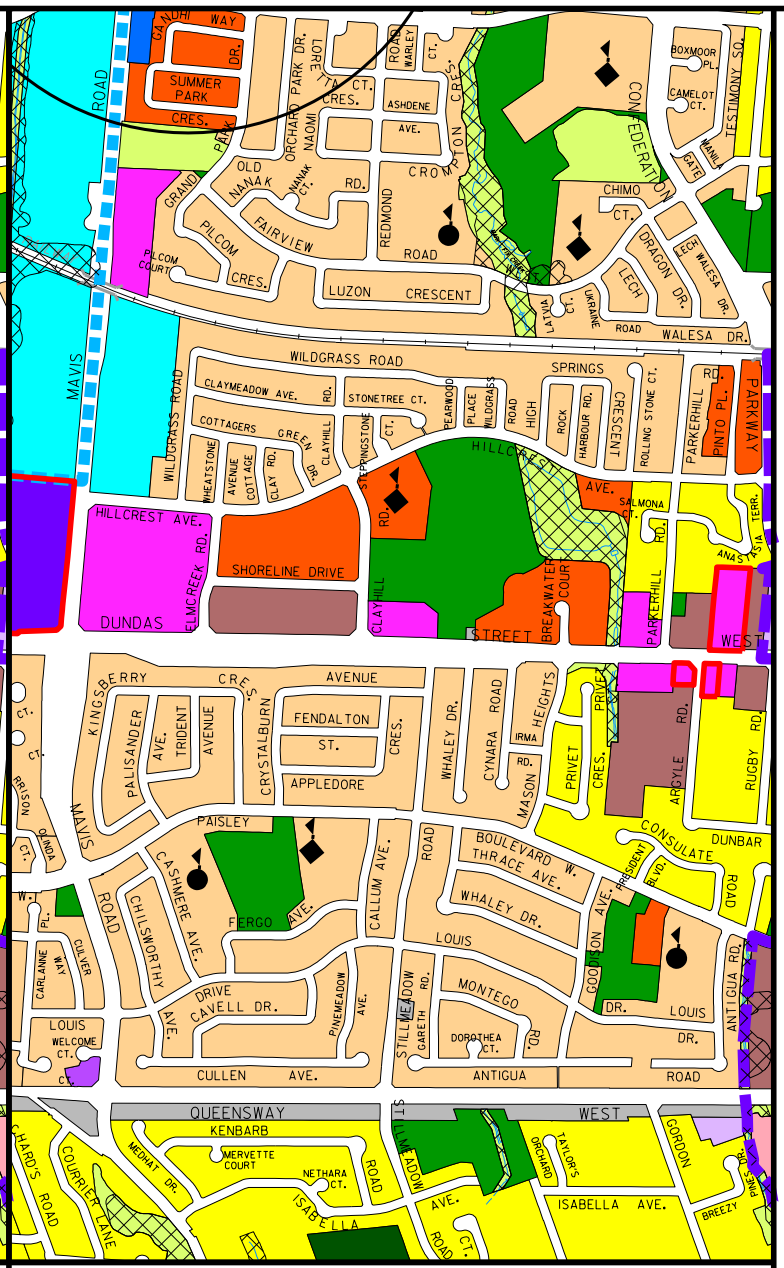

EXISTING LAND USE DESIGNATION

PROPOSED LAND USE DESIGNATION

LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Mixed Use Limited
- Downtown Mixed Use
- Downtown Core Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Business Employment
- Industrial
- Airport
- Institutional
- Public Open Space
- Private Open Space
- Greenlands
- Parkway Belt West
- Utility

BASE MAP INFORMATION

- Heritage Conservation District
- 1996 NEP/2000 NEF Composite Noise Contours
- LBPIA Operating Area Boundary See Aircraft Noise Policies
- Area Exempt from LBPIA Operating Area
- Natural Hazards
- Civic Centre (City Hall)
- City CentreTransit Terminal
- GO Rail Transit Station
- Public School
- Catholic School
- Hospital
- Community Facilities

City Structure

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

AREA OF AMENDMENT

FROM:

- RESIDENTIAL HIGH DENSITY
- MIXED USE
- MOTOR VEHICLE COMMERCIAL

TO:

- MIXED USE
- MIXED USE LIMITED

0 120 240 360 480
metres

MAP 'B5'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan

MISSISSAUGA

6/9/2022

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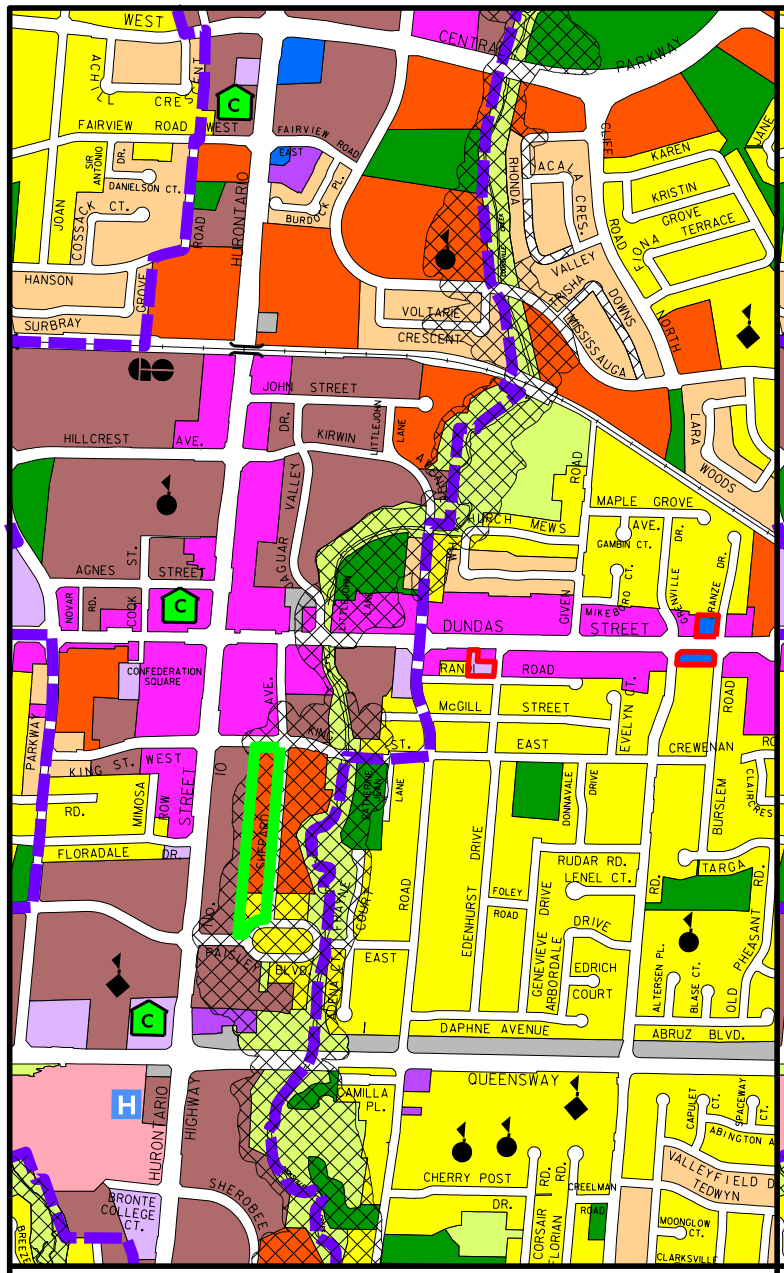

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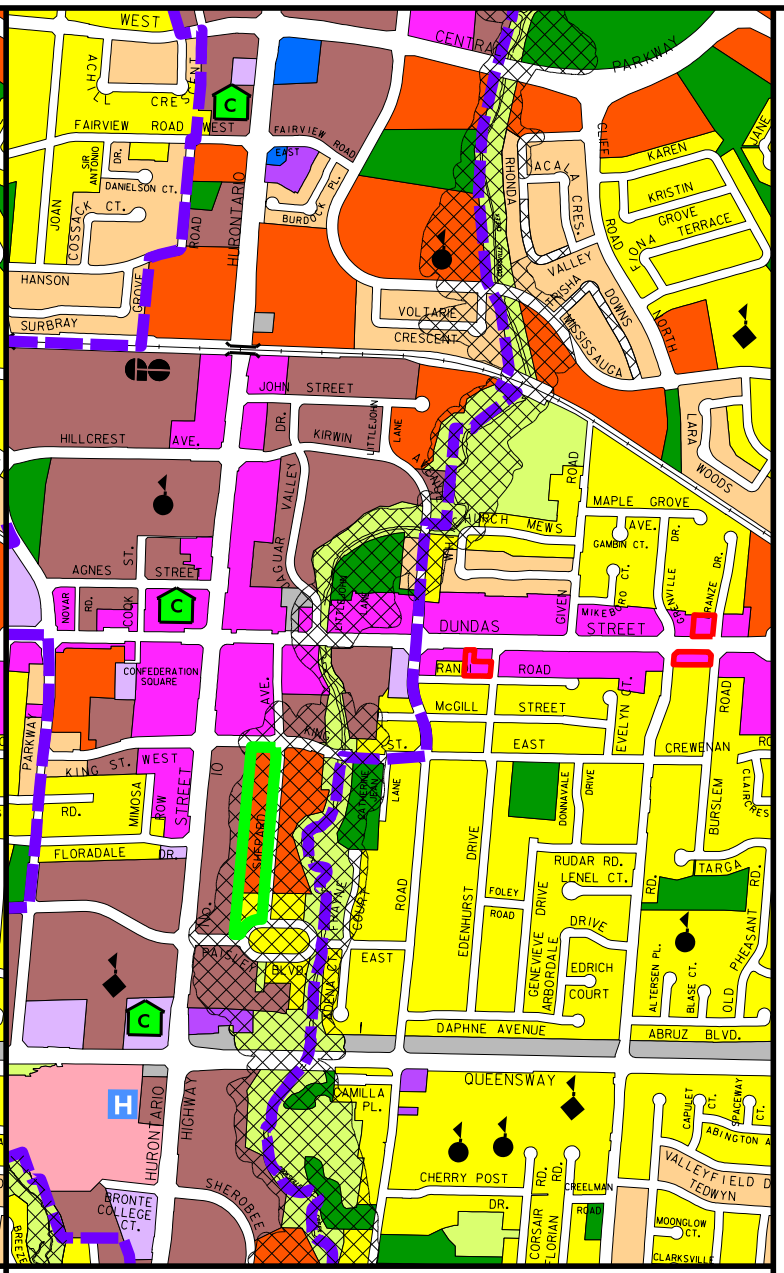

PROPOSED LAND USE DESIGNATION

LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Mixed Use Limited
- Downtown Mixed Use
- Downtown Core Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Business Employment
- Industrial
- Airport
- Institutional
- Public Open Space
- Private Open Space
- Greenlands
- Parkway Belt West
- Utility

BASE MAP INFORMATION

- Heritage Conservation District
- 1996 NEP/2000 NEF Composite Noise Contours (30)
- LBPIA Operating Area Boundary See Aircraft Noise Policies
- Area Exempt from LBPIA Operating Area
- Natural Hazards
- Civic Centre (City Hall)
- City CentreTransit Terminal
- GO Rail Transit Station
- Public School
- Catholic School
- Hospital
- Community Facilities

City Structure

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

AREA OF AMENDMENT

FROM:

MOTOR VEHICLE COMMERCIAL

OFFICE

TO:

MIXED USE

Appealed to the Ontario Land Tribunal (OLT)
OLT Case Number PL980724 (OLT 3 – City Plan)

0 120 240 360 480
metres

MAP 'B6'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan

MISSISSAUGA

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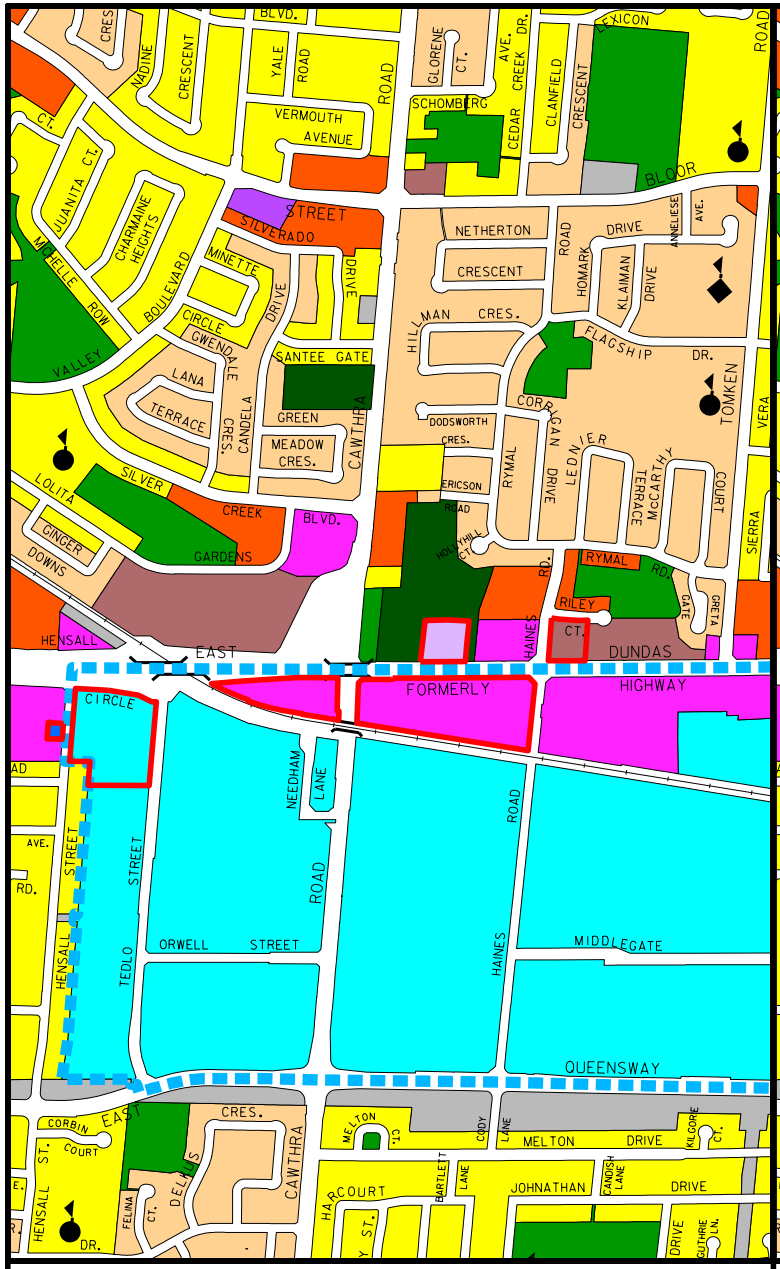

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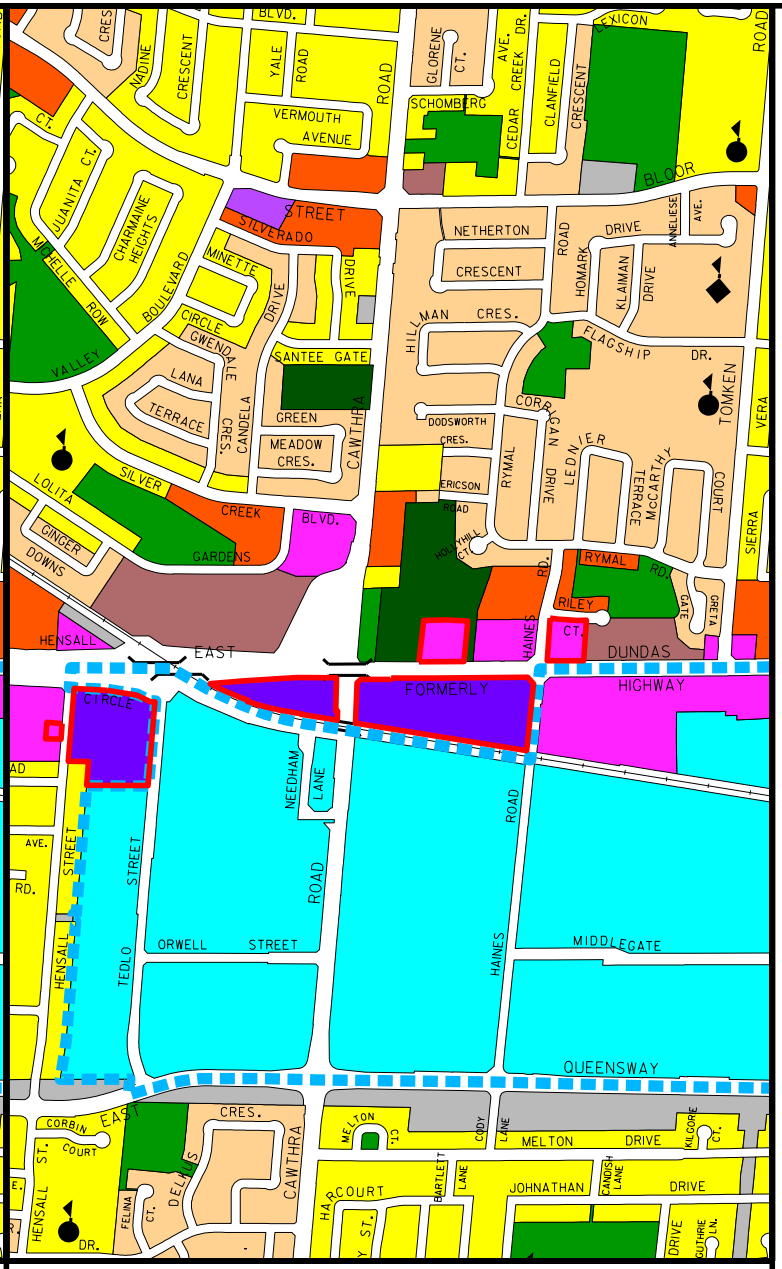

PROPOSED LAND USE DESIGNATION

LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Mixed Use Limited
- Downtown Mixed Use
- Downtown Core Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Business Employment
- Industrial
- Airport
- Institutional
- Public Open Space
- Private Open Space
- Greenlands
- Parkway Belt West
- Utility

BASE MAP INFORMATION

- Heritage Conservation District
- 1996 NEP/2000 NEF Composite Noise Contours (30)
- LBPIA Operating Area Boundary See Aircraft Noise Policies
- Area Exempt from LBPIA Operating Area
- Natural Hazards
- Civic Centre (City Hall)
- City CentreTransit Terminal
- GO Rail Transit Station
- Public School
- Catholic School
- Hospital
- Community Facilities

City Structure

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

AREA OF AMENDMENT

FROM:

- RESIDENTIAL HIGH DENSITY
- MIXED USE
- MOTOR VEHICLE COMMERCIAL
- OFFICE
- BUSINESS EMPLOYMENT

TO:

- MIXED USE
- MIXED USE LIMITED

0 120 240 360 480
metres

MAP 'B7'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan

MISSISSAUGA

6/9/2022

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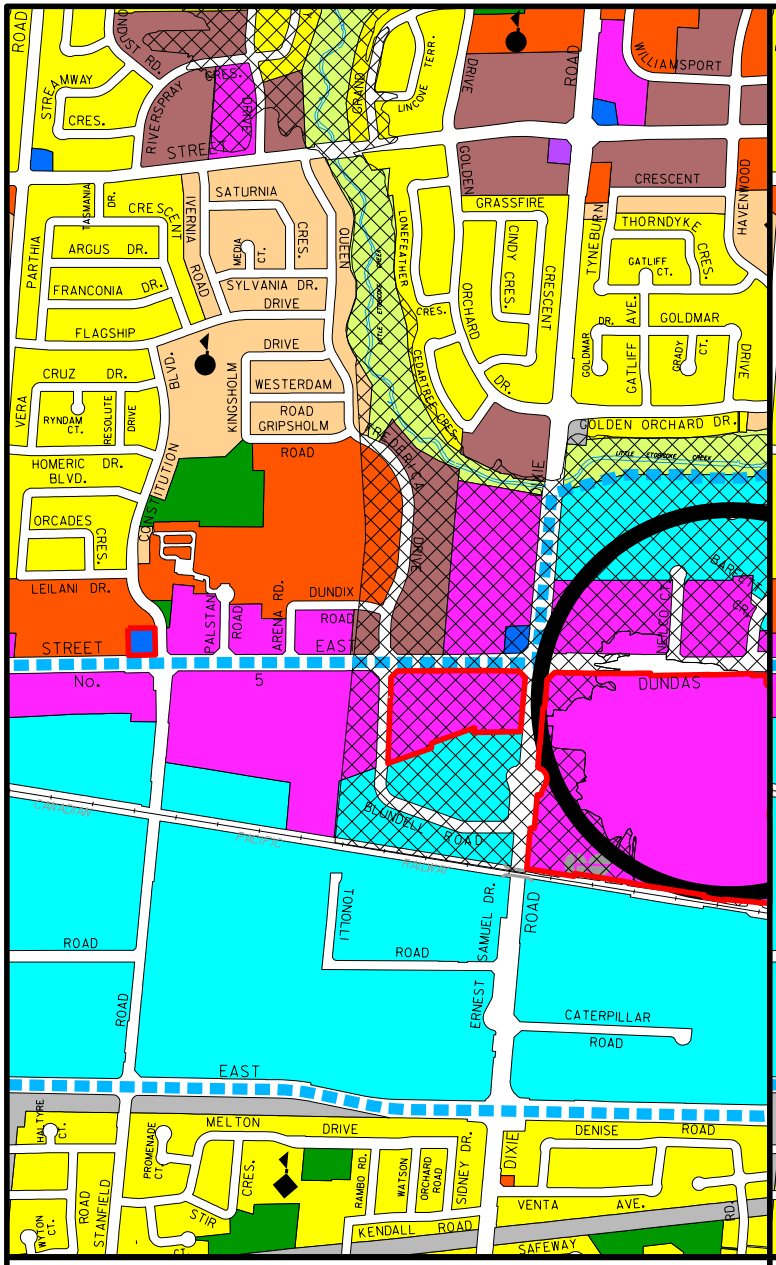
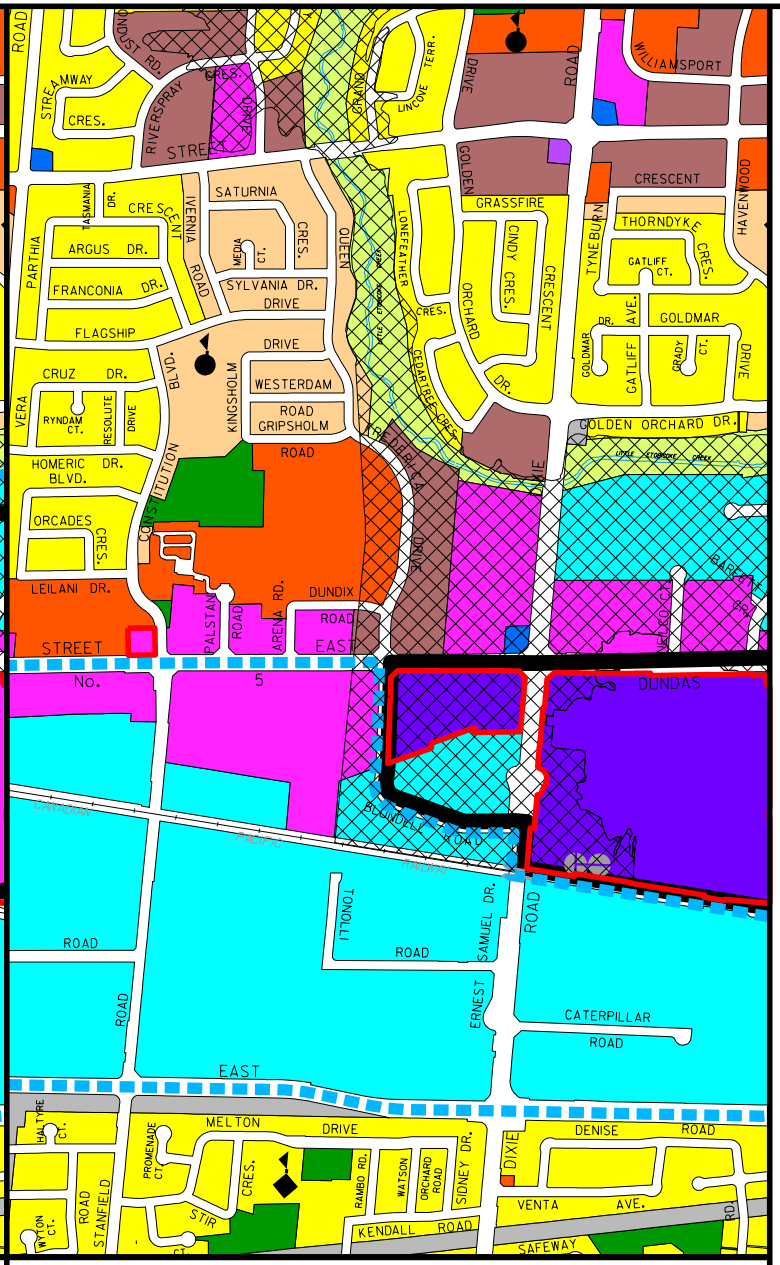


EXISTING LAND USE DESIGNATION



PROPOSED LAND USE DESIGNATION

LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Mixed Use Limited
- Downtown Mixed Use
- Downtown Core Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Business Employment
- Industrial
- Airport
- Institutional
- Public Open Space
- Private Open Space
- Greenlands
- Parkway Belt West
- Utility

BASE MAP INFORMATION

- Heritage Conservation District
- 1996 NEP/2000 NEF Composite Noise Contours (30)
- LBPIA Operating Area Boundary See Aircraft Noise Policies
- Area Exempt from LBPIA Operating Area
- Natural Hazards
- Civic Centre (City Hall)
- City CentreTransit Terminal
- GO Rail Transit Station
- Public School
- Catholic School
- Hospital
- Community Facilities

City Structure

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

AREA OF AMENDMENT

FROM:
- MIXED USE
- MOTOR VEHICLE COMMERCIAL

TO:
- MIXED USE
- MIXED USE LIMITED

0 120 240 360 480
metres

MAP 'B8'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan

MISSISSAUGA

6/9/2022

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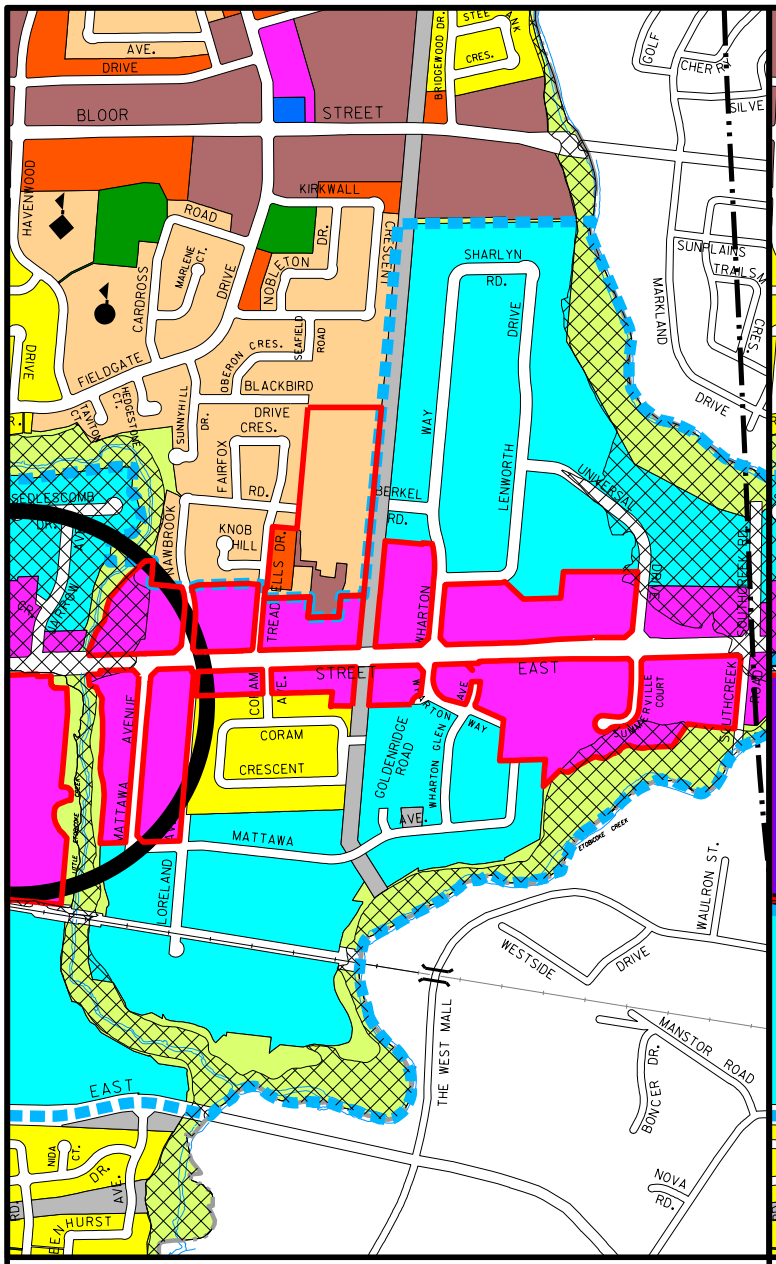
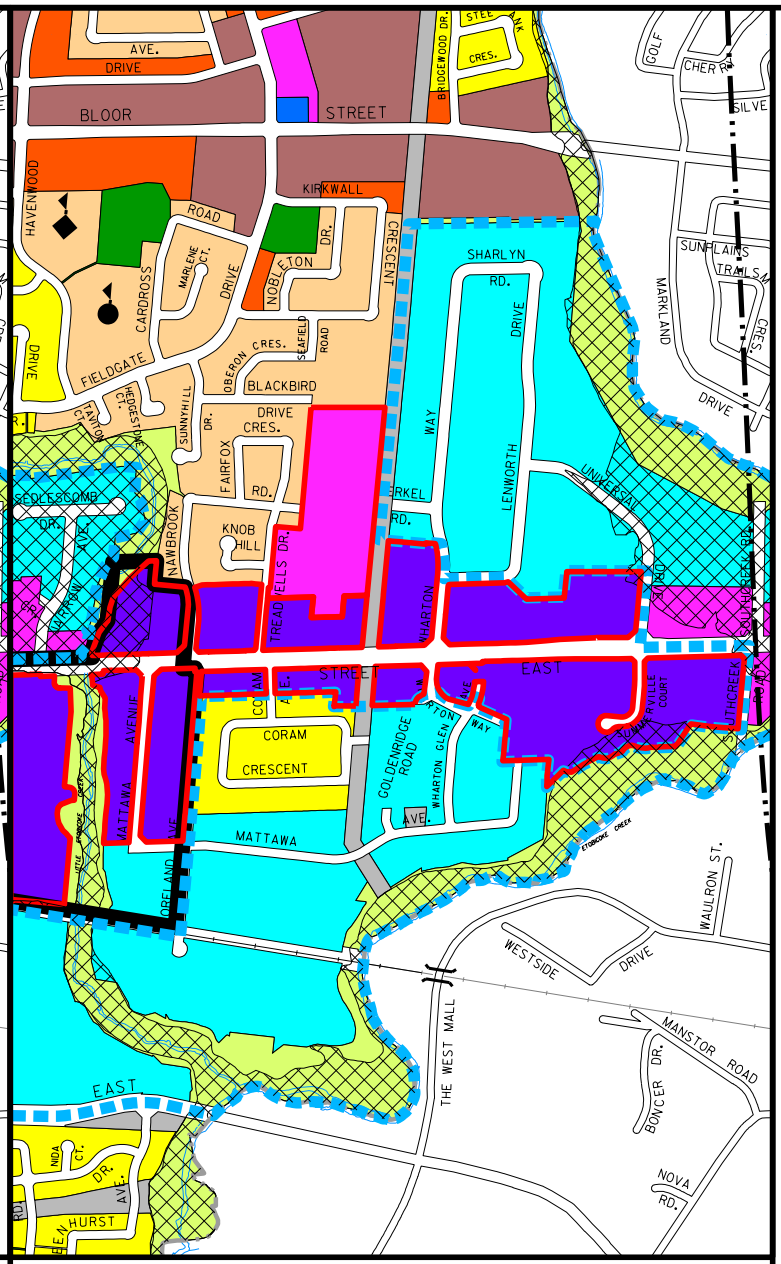
PB-Half-Size.tbl



EXISTING LAND USE DESIGNATION



PROPOSED LAND USE DESIGNATION

LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Mixed Use Limited
- Downtown Mixed Use
- Downtown Core Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Business Employment
- Industrial
- Airport
- Institutional
- Public Open Space
- Private Open Space
- Greenlands
- Parkway Belt West
- Utility

BASE MAP INFORMATION

- Heritage Conservation District
- 1996 NEP/2000 NEF 30 Composite Noise Contours
- LBPIA Operating Area Boundary See Aircraft Noise Policies
- Area Exempt from LBPIA Operating Area
- Natural Hazards
- Civic Centre (City Hall)
- City CentreTransit Terminal
- GO Rail Transit Station
- Public School
- Catholic School
- Hospital
- Community Facilities

City Structure

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

AREA OF AMENDMENT

FROM:

- RESIDENTIAL LOW DENSITY II
- RESIDENTIAL MEDIUM DENSITY
- RESIDENTIAL HIGH DENSITY
- MIXED USE

TO:

- MIXED USE
- MIXED USE LIMITED

0 120 240 360 480
metres

MAP 'B9'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan

MISSISSAUGA

6/9/2022

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Appendix 7 – Planning Rationale for Proposed Amendments to Mississauga Official Plan (MOP), Chapter 5 Direct Growth, Chapter 11 General Land Use, Chapter 14 Community Nodes, Chapter 16 Neighbourhoods, and Chapter 17 Employment Areas

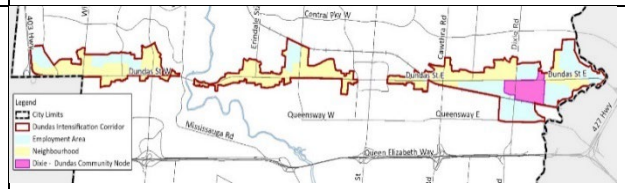
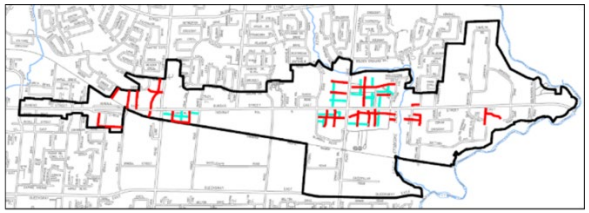
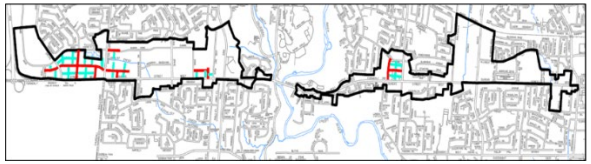
Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
		MOPA 141	Dundas Street will continue its evolution towards a dynamic, urban, mixed-use corridor with multiple options for mobility including walking, cycling, and rapid transit. It will have a mix of residential, commercial and employment uses within a predominantly mid-rise built form with active storefronts, community facilities, public service facilities, integrated open spaces and amenities that result in an enhanced pedestrian experience. New public streets and pedestrian connections will be introduced to create smaller walkable blocks and multiple routes to key destinations. Building heights will vary along the Corridor to reflect the City Structure and to visually emphasize key intersections. Buildings with the greatest heights will be located in proximity to the Dixie GO station area where several rapid transit lines intersect. The tallest mid-rise buildings will be located at the intersections of, Winston Churchill, Erin Mills, Erindale Station, and Cawthra, with lower building heights in between these areas. The Dundas Street Corridor will see growth in population and employment, while respecting existing communities, businesses, and industries. Development along the Corridor will support	In anticipation of future growth along Dundas Street, these policies set the vision and provide guidance for future development within the Dundas Street Corridor. Establishing Corridor-wide policies provides for the development of a cohesive built form to create a sense of place and an enhanced pedestrian experience. In keeping with the vision for transit-supportive growth, the policies propose Corridor-wide built form requirements to establish a more urban, street-related character for Dundas Street. The proposed built form policies focus growth along the Corridor near transit stations and within a mid-rise built form to maintain compatibility with existing ground-related residential neighbourhoods and heritage assets. The policies will direct new development to promote active frontages in mixed-use buildings, while achieving appropriate transition to surrounding established low density residential land uses. The proposed built form and building heights support and reinforce to the City Structure and urban hierarchy of the Mississauga

Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			existing employment uses and industries. Not all lands along the Corridor will be able to accommodate the introduction of new sensitive land uses such as residential, due to land use compatibility issues.	Official Plan. The proposed maximum heights provide clarity on the desired built form and have regard to the area context. The maximum heights in combination with the minimum Floor Site Index identified for each PMTSA reflect the planned growth allocation for the area and are adequate to support the anticipated growth and capacity of the Dundas BRT line.
		MOPA 142	Policies shown in a text box are Protected Major Transit Station Area policies in accordance with the Planning Act. The Protected Major Transit Station Area policies of this section will not come into force and effect until the Major Transit Station Area policies of the Region of Peel Official Plan adopted by Region of Peel By-law 20-2022 is approved by the Minister of Municipal Affairs and	Wording has been added to identify Protected Major Transit Station Area policies in accordance with subsection 16(16) of the Planning Act specifically related to policy 5.4.16.2 on building heights.

Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			Housing, and Mississauga Official Plan Amendment No. 144 is in force and effect. In the event of a conflict between the policies of the Region of Peel Official Plan as adopted by Region of Peel By-law 20-2022 and the policies of Mississauga Official Plan Amendment No. 142, the Region of Peel Official Plan policies will prevail.	
5.4.16 Dundas Street Corridor	*Added*	MOPA 141	5.4.16.1 Lands within the Dundas Street Corridor correspond to the delineated boundaries of the Protected Major Transit Station Areas located along Dundas Street extending from the City of Toronto in the east to the Town of Oakville in the west as shown on Map 5-2.	This policy clarifies the rational for the Dundas Corridor boundaries mirroring the Protected Major Transit Station Areas located along Dundas Street.
		MOPA 142	5.4.16.2 Development will contribute to the creation of a predominantly mid-rise corridor, with maximum building heights of 12 storeys except in key locations where additional heights are permitted, up to a maximum of 25 storeys. Specific height requirements for the corridor are identified in the ***Major Transit Station Area*** section of this Plan.	Proposed building heights and density requirements, will vary depending on the location along Dundas Street, and development will be required to transition down to lower density residential and employment areas. The proposed policies set out a maximum building height of 25 storeys in proximity to the Dixie GO station area, with taller mid-rise built form located in key intersections along the Corridor and lower mid-rise buildings in between.

Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
		MOPA 141	5.4.16.3 Development will be designed and located to: a. ensure sufficient minimum ground floor building heights to accommodate changes in uses over time; b. incorporate podiums that are generally a minimum of 3 storeys and a maximum of six storeys except where the building height is 9 storeys or less; c. introduce flexible ground floor non-residential spaces that are easily convertible to accommodate a diverse range of businesses that promote the vibrancy of Dundas Street; d. achieve a consistent streetwall with building indentations provided as visual relief; e. promote active frontages in mixed-use buildings with ground floor uses that animate the street; f. prohibit surface parking between a building and the street; g. incorporate underground parking; above grade structured parking will be completely screened by active uses along street frontages;	The policies support expanded access and connectivity to surrounding GO Stations and future Dundas BRT stations/stops with priority given to new pedestrian and cycling connections. They promote the expansion of the road network, multi modal access, and new pedestrian connections to create smaller walkable blocks and multiple routes to key destinations. These policies also ensure that development along Dundas Street is supported by an expanded parks and open space network to connect a range of existing and new open spaces. These spaces are to serve local and city-wide needs, be centrally located, provide direct connections to transit facilities and enhance view corridors and access to existing open-spaces. The exact location, configuration, size and design of future parks will be determined in conjunction with the development of lands.

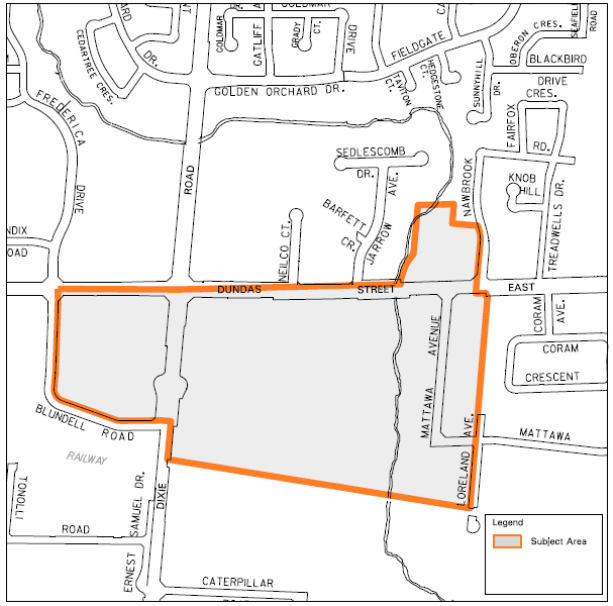
Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			h. achieve transition to surrounding established low density residential land uses through angular plane provisions; i. incorporate stepbacks between the podium and the tower portion of the building fronting Dundas Street; j. maintain minimum separation distances between buildings to ensure sufficient access to sunlight, sky views and privacy; and k. achieve noise attenuation of common private outdoor amenity areas through building design and location instead of mitigation measures. 5.4.16.4 An expanded parkland and open space system will provide green, safe, attractive public spaces that include a range of social and recreation activities. The exact location, configuration, size and design of future parks will be determined through the development application process. 5.4.16.5 The road network will be expanded to provide increased connectivity, a fine grained multi-modal transportation network, and encourage multi-modal access as shown conceptually in Figures 5-16.1 and 5-16.2, where: a. the design, access requirements and public/private responsibilities for roads and pedestrian connections will be	

Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			determined through the development application process; b. smaller development blocks are created with new roads and pedestrian connections; and c. pedestrian and cycling connections to transit facilities will be prioritized.	
Map 5-2	*Added*	MOPA 141		Map 5-2 defines the boundaries of the Dundas Street Corridor, where the policies of Section 5.4.16 apply.
Figures 5-16.1 and 5-16.2	*Added*	MOPA 141	 	The added figures illustrating the road network expansion provide conceptual locations for the provision of additional public roads and private connections to be confirmed as part of the planning application process.
11.1 Introduction	*Added*	MOPA 142	Policies shown in a text box are ***Protected Major Transit Station Area*** policies in accordance with the *Planning Act*. The Protected Major Transit Station Area policies of this section will not come into force and effect until the Major Transit Station Area policies of the Region of Peel Official Plan	This wording has been added to identify Protected Major Transit Station Area policies in accordance with subsection 16(16) of the Planning Act primarily related to authorized uses of land, buildings and structures including building heights and land use designations .

Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			adopted by Region of Peel By-law 20-2022 is approved by the Minister of Municipal Affairs and Housing, and Mississauga Official Plan Amendment No. 144 is in force and effect. In the event of a conflict between the policies of the Region of Peel Official Plan as adopted by Region of Peel By-law 20-2022 and the policies of Mississauga Official Plan Amendment No. 142, the Region of Peel Official Plan policies will prevail.	
11.2.7 Mixed Use Limited	*Added*	MOPA 142	11.2.7.1 Lands designated Mixed Use Limited will permit all uses within the Mixed Use Designation, except: a. sensitive land uses, including residential; and b. drive-through facilities. 11.2.7.2 Notwithstanding the policies of this Plan, existing drive-through facilities will be permitted as they existed on the day these policies come into effect. 11.2.7.3 Residential uses and other sensitive land uses may be permitted without amendment to this Plan where the use:	Lands along Dundas Street currently designated Mixed Use and located within Employment Areas prohibit residential uses. In order to allow for the introduction of new sensitive land uses certain lands along the Corridor are proposed to be removed from Employment Areas, designated Mixed Use Limited and placed within adjacent Neighbourhood Character Areas. These policies introduce a new “Mixed Use Limited” land use designation to the Official Plan. The new “Mixed Use Limited” designation, permits the same non-residential uses as the Mixed Use designation, but will prohibit sensitive land uses such as

Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			a. is appropriate in accordance with the policies of this Plan; b. can be appropriately designed, buffered and/or separated from Employment Areas and/or major facilities; c. is not impacted by adverse effects from noise, vibration, and emissions, including dust and odour; d. does not pose a risk to public health and safety; e. prevents or mitigates negative impacts and minimizes the risk of complaints; f. has regard for City land requirements relating to hazard land identified through flood mitigation studies; g. does not compromise the ability of existing nearby employment uses to comply with environmental approvals, registrations, legislations, regulations and guidelines; and h. permits Employment Areas to be developed for their intended purpose. 11.2.7.5 The introduction of sensitive land uses, such as residential, should not negatively impact the continued viability of existing nearby businesses and industries. 11.2.7.6 Development on lands within a floodplain, will not be permitted prior to the completion of City-initiated flood studies and the	residential. The introduction of sensitive land uses may be permitted without an amendment to the Mississauga Official Plan, subject to a set of criteria that includes appropriate design, compatibility assessments, and completion of flood mitigation measures where necessary. The purpose of this designation is to prohibit sensitive land uses including residential until it can be demonstrated to the satisfaction of the City the proposed use is suitable subject to criteria. The intent of these policies is to protect both new and existing uses from adverse impacts due to land use compatibility issues and flood risk.

Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			construction of recommended mitigation measures where necessary. 11.2.7.7 A holding provision may be placed on lands where the ultimate desired use of the lands is specified but development cannot proceed until conditions set out in this Plan, or in an implementing by-law, are satisfied. 11.2.7.8 Conditions to be met prior to the removal of a holding provision, include but are not limited to the following: a. acceptance of the compatibility assessments, as identified by the City; b. acceptance of the flood mitigation recommendations; and c. all flood remedial works are complete and deemed functional to the satisfaction of the City, conservation authority, the Province and other regulatory body.	
14.1 Introduction	*Added*	MOPA 142	Policies shown in a text box are Protected Major Transit Station Area policies in accordance the Planning Act. The Protected Major Transit Station Area policies of this section will not come into force and effect until the Major Transit Station Area policies of the Region of Peel Official Plan adopted by Region of Peel By-law 20-2022 is approved by the Minister of Municipal Affairs and Housing, and	This wording has been added to identify Protected Major Transit Station Area policies in accordance with subsection 16(16) of the Planning Act primarily related to authorized uses of land, buildings and structures including building heights and land use designations.

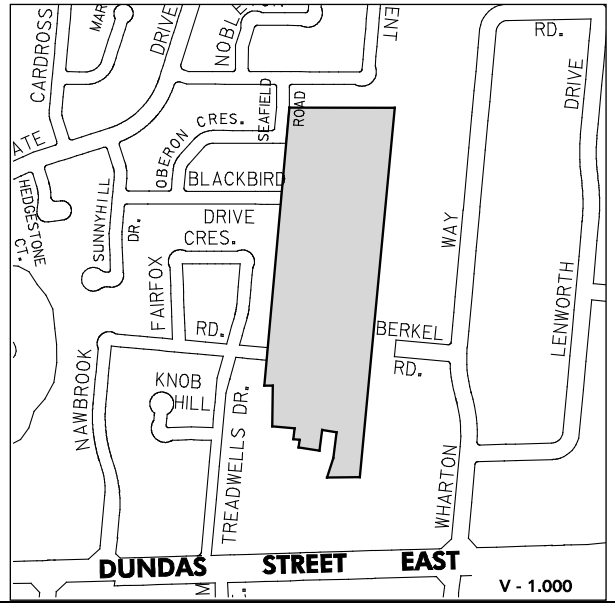
Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			Mississauga Official Plan Amendment No. 144 is in force and effect. In the event of a conflict between the policies of the Region of Peel Official Plan as adopted by Region of Peel By-law 20-2022 and the policies of Mississauga Official Plan Amendment No. 142, the Region of Peel Official Plan policies will prevail.	
14.3 **Dixie-Dundas**	*Amended*	MOPA 141		Map 14-3 is amended to show the new Dixie-Dundas Community Node boundary subject to the policies in Section 14.3. The Dixie-Dundas Node will be a new focal area within the City where transit-supportive development with a mix of uses is to have a strong urban character. The proposed Community Node area has been modified from the boundary illustrated in the Dundas Connects Master Plan. Lands within the provincially regulated Applewood and Dixie-Dundas Special Policy Areas will remain outside of the new Node boundary. As per the Provincial Policy Statement 2020, these lands will retain existing polices and land use designations, pending the completion and Provincial approval of the ongoing Dundas Street Special Policy Area Update.

Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
	Added	MOPA 141	14.3.1 Introduction The Dixie-Dundas Community Node is located within the Dundas Street Corridor and encompasses the major intersection of Dundas Street East and Dixie Road. It forms part of the Wharton and Dixie GO Protected Major Transit Station Areas. The Community Node is bisected by the Little Etobicoke Creek natural area and encompasses a range of land uses such as employment, commercial, retail, and residential. The Dixie GO Station, located adjacent to the southern boundary of the Community Node, serves as a transit link to surrounding municipalities. 14.3.2 Vision The Dixie-Dundas Community Node will evolve to be a unique mixed-use community that is well served by frequent local and higher order transit, such as the Dixie GO Station and the Dundas Bus Rapid Transit. It will include diverse employment, commercial, and residential uses. A range of housing options, forms and tenure will be provided to meet the needs of a diverse and growing community.	These policies provide direction for development within the Dixie-Dundas Community Node to support a mixed use, transit-supportive, urban community.

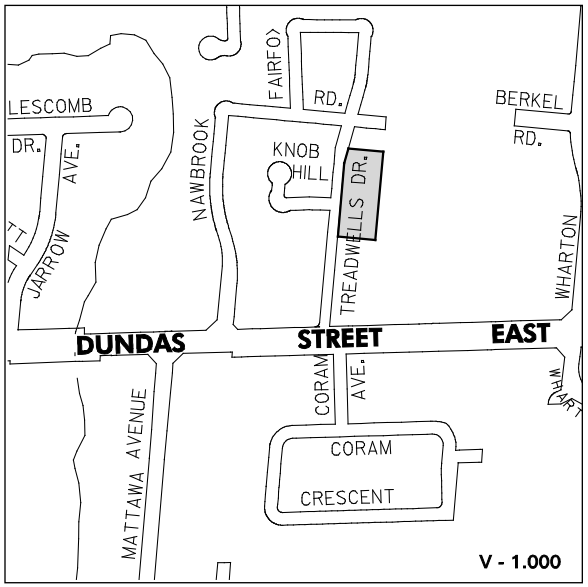
Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			Growth will be compatible with surrounding employment and residential uses supported by multi-modal connections to nearby amenities.	
		MOPA 142	14.3.3 Land Use 14.3.3.1 The Community Node will be developed as a mixed use community with a balanced range of residential and non-residential uses. 14.3.3.2 Development with a mix of uses will be provided along Dundas Street and Dixie Road. 14.3.3.3 Development within the Regional Storm floodplain will be restricted pending the completion of City-initiated flood studies and the construction of any required mitigation measures. Holding provisions may be applied until the completion of these studies and the construction of any required mitigation measures prior to development. 14.3.3.4 Conditions to be met prior to the removal of a holding provision set out in 14.3.3.3, include but are not limited to the following: a. acceptance of compatibility assessments, as identified by the City; b. acceptance of flood mitigation recommendations; and c. all flood remedial works are complete and deemed functional to the satisfaction of the	The land use policies clarify that redevelopment on lands subject to flooding in the Community Node will be limited and subject to current flood risk policies in the Official Plan. Any development will require approval from the conservation authority. The ongoing City-initiated flood studies that are reviewing the floodplain boundaries will need to be completed, along with any mitigation measures, before any significant redevelopment can proceed. The policies also provide criteria that must be met prior to the removal of a holding provision placed on lands within the Regional Storm floodplain. Specific height requirements will be referenced in the new Major Transit Station Area section of the Official Plan for the Community Node as it falls within two Protected Major Transit Station Areas.

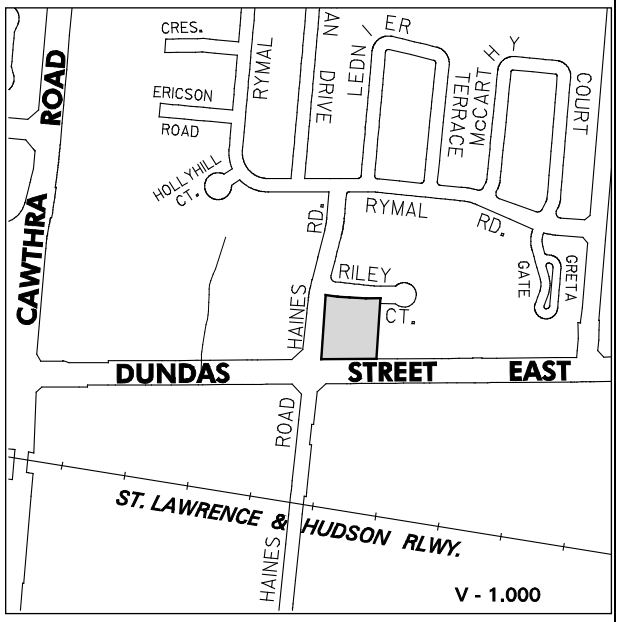
Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			City, conservation authority, the Province and other regulatory bodies. 14.3.4 Heights 14.3.4.1 Buildings with the greatest heights will be located at the intersection of Dundas Street and Dixie Road as shown on Schedule 11: Protected Major Transit Station Areas.	
16.2.1 Context	*Removed*	MOPA 141	16.2.2.2 Creative massing solutions are encouraged in the design of built form and site layouts for mixed use lands on Dundas Street East. The height of buildings should be maximized, and the amount of parking between the front building façade and the street line decreased. Emphasis should be placed upon creative and effective landscape treatment. Signs should form an integral part of the overall concept of site and building design. 16.2.2.3 In high density residential development, efforts to develop a continuous street frontage through the orientation of buildings parallel to the street and the placement of significant building mass adjacent to the street edge are encouraged. Where this is not possible, the construction ground related podium structures (not including above ground parking structures) and intensive landscaping at the street edge, may be considered. 16.2.2.4 Pedestrian activity on lands designated Mixed Use at the northwest corner of Dundas	The context policies related to lands along Dundas Street within the Applewood Character Area have been deleted and replaced with new wording to reflect the new vision for the Dundas Street Corridor. They also reference the Major Transit Station Area policies that apply.

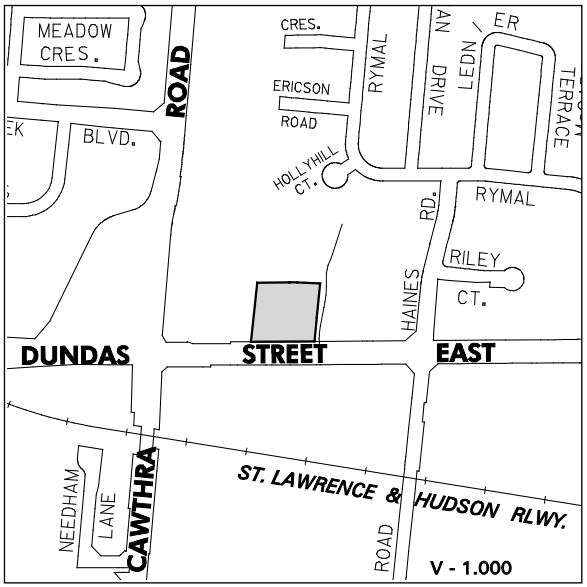
Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			Street East and Dixie Road should be encouraged by: a. minimizing building setbacks and the amount of parking between the front façade of buildings and the street; b. orienting buildings parallel to the street with a significant portion of the building mass located along the street frontage; and c. providing a continuous landscape area between the front wall of buildings and the street.	
	Added		16.2.2.2 Dundas Street East is a higher-order transit corridor that crosses through a number of ***Protected Major Transit Station Areas.*** Lands along and adjacent to Dundas Street East have the potential to accommodate future growth within mixed use development, providing a range of housing types and affordability options. Emphasis on connectivity and multi-modal access along the corridor will be integrated with appropriate built form and an enhanced parks and open space system, as per the Dundas Corridor policies of this Plan.	
16.2.3 Land Use	*Amended*	MOPA 141	16.2.3.1 For development on Residential Medium Density and Residential High Density designated	This policy is amended by adding “on lands not located within a protected ***Major Transit***

Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			lands not located within a protected ***Major Transit Station Area***, new development should not exceed the height of any existing buildings on the property, and will be further limited in height so as to form a gradual transition in massing when located adjacent to lands designated as Residential Low Density I and II.	***Station Area***," to clarify that the current height policy only applies to areas in the Applewood Character Area outside the defined Dundas Street Corridor. Lands within the defined Dundas Street Corridor, are also within protected Major Transit Station Areas, and will be subject to new urban design and built form policies proposed through this amendment.
16.2.4 Special Site Policies	*Removed*	MOPA 141	16.2.4.1 Site 1 	This Special Site Policy has been removed as the land use designation has been changed from Residential Low Density II to Mixed Use. The intent of removing this policy is to allow the lands to be redeveloped in accordance with the Mixed Use designation envisioned for the site.

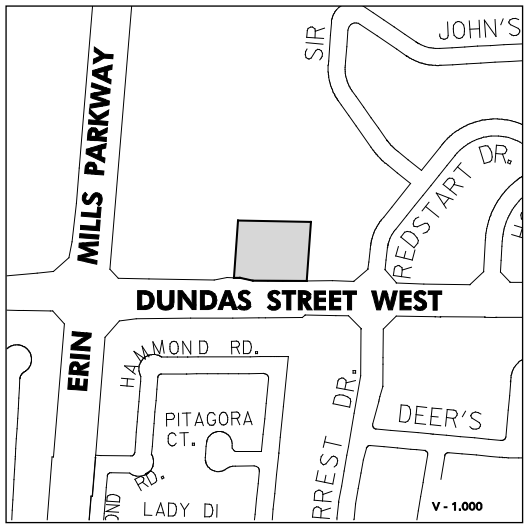
Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			16.2.4.1.1 The lands identified as Special Site 1 are located north of Dundas Street East, west of the Ontario Hydro corridor. 16.2.4.1.2 Notwithstanding the provisions of the Residential Low Density II designation, a maximum of 239 mobile homes or land lease community homes with accessory administrative facilities will be permitted.	
	Amended	MOPA 141	16.2.4.3.2 Site 3 "Notwithstanding the provisions of this Plan, the following additional policies will apply:"	Wording in this policy has been modified to reflect the land use change to Mixed Use for the site, which would permit the uses currently listed in the policy as of right, making it redundant.

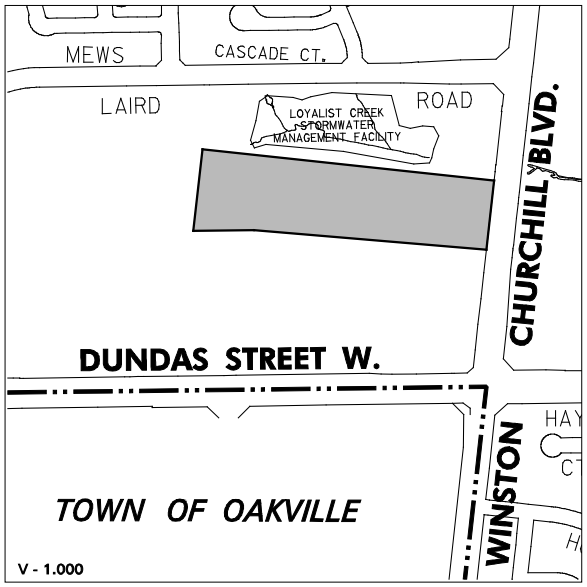
Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
	Removed	MOPA 141	16.2.4.5 Site 5  16.2.4.5.1 The lands identified as Special Site 5 are located on the east side of Treadwells Drive, north of Dundas Street East. 16.2.4.5.2 Notwithstanding the provisions of the Residential Medium Density designation, a maximum of 9 detached dwellings and 23 townhouse dwellings will be permitted.	This Special Site Policy has been removed as the land use designation has been changed from Residential Medium Density to Mixed Use. The intent of removing this policy is to allow the lands to be redeveloped in accordance with the Mixed Use designation envisioned for the site.

Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
	Removed	MOPA 141	16.2.4.8 Site 8  16.2.4.8.1 The lands identified as Special Site 8 are located on the east side of Haines Road, north of Dundas Street East. 16.2.4.8.2 Notwithstanding the provisions of the Residential High Density Designation, the following additional policies will apply:	This Special Site Policy has been removed as the land use designation has been changed from Residential High Density to Mixed Use. The intent of removing this policy is to allow the lands to be redeveloped in accordance with the Mixed Use designation envisioned for the site.

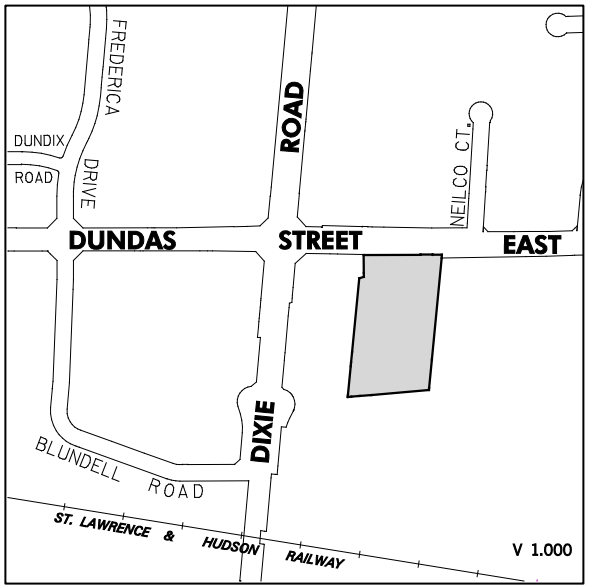
Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			a. apartment dwellings with a maximum height of ten storeys if the lot area is equal to or greater than 6 600 m2; or b. apartment dwellings with a maximum height of four storeys if the lot area is less than 6 600 m2.	
	Amended	MOPA 141	16.2.4.3 Site 3  	Due to a change in land use from Office to Mixed Use, this Special Site Policy Area has been amended by removing the following wording, which is no longer required as the new permissions allow a combination of housing types such as townhouses and high density apartment buildings; and where the development may consist of primarily residential uses above the ground floor: "*the Mixed Use designation, apartment dwellings in accordance with the Residential High Density designation, will also be permitted and"*

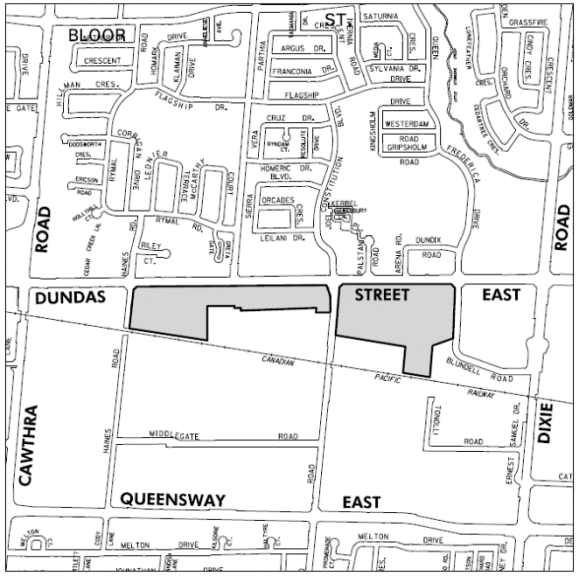
Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			16.2.4.3.1 The lands identified as Special Site 31 are located on the north side of Dundas Street East, east of Cawthra Road. 16.2.4.3.2 Notwithstanding the provisions of this Plan the Mixed Use designation, apartment dwellings in accordance with the Residential High Density designation, will also be permitted and the following additional policies will apply: a. the extension of the existing cemetery is also permitted on the westerly portion of these lands; and b. approval for development will be subject to approval of a tree survey submission which demonstrates appropriate tree preservation measures.	

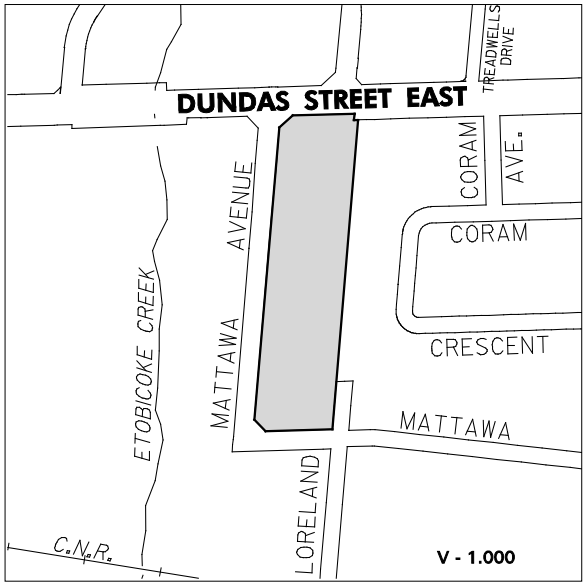
Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
16.10.2 Special Site Policies	*Removed*	MOPA 141	16.10.2.2 Site 2  16.10.2.2.1 The lands identified as Special Site 2 are located on the north side of Dundas Street West, east of Erin Mills Parkway. 16.10.2.2.2 Notwithstanding the provisions of the Mixed Use designation, a funeral establishment will be the only permitted use.	This Special Site Policy area has been removed. The existing Mixed Use designation allows for a funeral establishment, and the restrictions of other permitted uses would not be consistent with the vision for the Dundas Street Corridor.

Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
16.10.3 Exempt Site Policies	*Re-numbered*	MOPA 141	16.10.3.2 Site 2  16.10.3.2.1 The lands identified as Exempt Site 2 are located south of Laird Road and west of Winston Churchill Boulevard. 16.10.3.2.2 Notwithstanding the provisions of the Mixed Use designation, housing for the elderly will also be permitted.	This exempt site has been removed from the Western Business Park Employment Area, previously 17.9.4.1 and placed within the Erin Mills Neighbourhood Character Area 16.10.3.2 due to the proposed changes in the Character Area boundaries. No policy change is proposed.
17.4 Dixie	*Added*	MOPA 141	The Dixie Employment Area is a major employment cluster that provides significant employment. With access to rail and major	Wording has been added to this section to establish the vision for the Dixie Employment Area and to protect for land use compatibility.

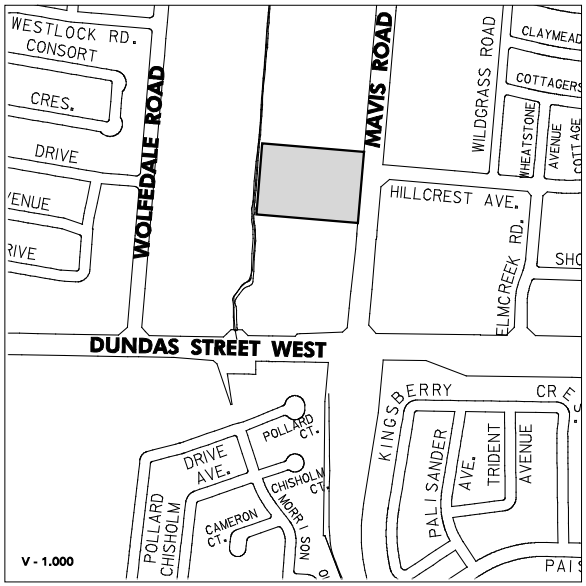
Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			transportation infrastructure, the range and scale of employment uses provides significant opportunities and benefits to the City. Existing and permitted employment uses within the area will be protected from non-compatible uses to ensure continued viability of the employment area.	
17.4.1 Urban Design Policies **Community Identity and Design**	*Amended*	MOPA 141	17.4.1.1 An appropriate gateway treatment should be created at the city boundaries at Dundas Street East and the Queensway East through the massing of buildings, landscape design, or the design of the streetscape. The Dundas Street East gateway will be comprised of development that incorporates a mix of transit supportive uses and an active street frontage. Increased connectivity, multi-modal access and expanded parks and open space network will be encouraged to serve the anticipated growth along the corridor.	The existing policy has been amended by deleting the last sentence "*A gateway treatment for Dundas Street East is outlined in the Special Site policies*." and replacing with wording describing the envisioned character of the Dundas Street East gateway area as follows: *The Dundas Street East gateway will be comprised of development that incorporates a mix of transit supportive uses and an active street frontage. Increased connectivity, multi-modal access and expanded parks and open space network will be encouraged to serve the anticipated growth along the corridor.*
17.4.3 **Transportation**	*Removed*	MOPA 141	17.4.3.2 Mississauga will consider the extension of Mattawa Avenue westward to Dixie Road, and a connection of Jarrow Avenue southward to the Mattawa Avenue extension.	This policy is removed as it is no longer applicable.

Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
17.4.4 Special Site Policies	*Removed*	MOPA 141	17.4.4.4 Site 4  17.4.4.4.1 The lands identified as Special Site 4 are located on the south side of Dundas Street East and east of Dixie Road. 17.4.4.4.2 Notwithstanding the policies of this Plan, a minimum building height of two storeys or the equivalent building height in a single storey building massing will only be required for development adjacent to Dundas Street East.	With the creation of the new Dixie-Dundas Community Node this site is now located within the new node boundary. The special policies are no longer necessary given that they will be addressed in the new Dundas Street Corridor wide policies in Chapter 5, and the new building height requirements proposed for the site as part of the Major Transit Station Area OPA.

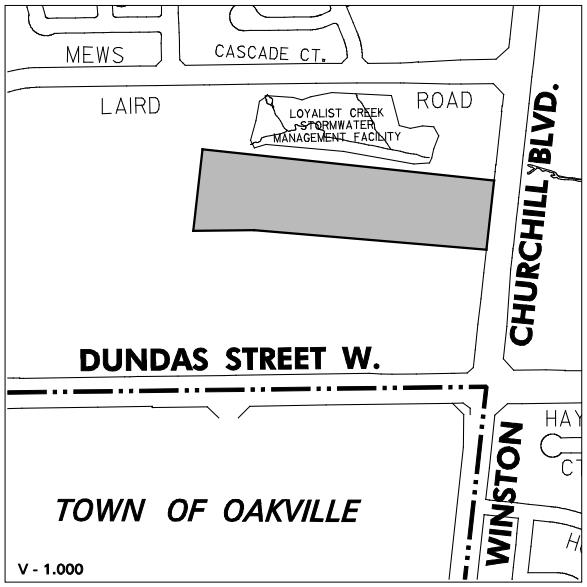
Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			17.4.4.4.3 A development master plan may be required that addresses matters such as: a. height, scale and location of proposed uses; b. community and physical infrastructure requirements (e.g. roads, transit stations); and c. transition and connectivity to surrounding development.	
17.4.4 Special Site Policies	*Added*	MOPA 141	17.4.4.4 Site 4  17.4.4.4.1 The lands identified as Special Site 4 are fronting the south side of Dundas	No policy changes are being proposed for the lands fronting Dundas Street between Haines Road to the west and Blundell Road. Due potential land use compatibility issues between residential uses and existing adjacent employment uses, further analysis will be required to determine the long-term suitability of sensitive land uses in this area. A municipally led land use assessment is to be completed prior to an land uses changes.

Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			Street East between Blundell Road in the east and Haines Road in the west. 17.4.4.4.2 Notwithstanding the policies of this plan, a change in land use permissions will be subject to the completion of a municipally led land use compatibility assessment and will occur through a City-initiated amendment to this plan.	
17.4.5 Exempt Site Policies	*Removed*	MOPA 141	17.4.5.2 Site 2  	With the creation of the new Dixie-Dundas Community Node this site is now located within the new node boundary. The exempt site policies are no longer necessary given that the site is being removed from the Employment Area and the Mixed Use designation will permit a range of uses including residential.

Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			17.4.5.2.1 The lands identified as Exempt Site 2 are located at the southeast corner of Dundas Street East and Mattawa Avenue, at 1650 Dundas Street East. 17.4.5.2.2 Notwithstanding the provisions of the Mixed Use designation, residential uses will also be permitted on the second floor of the existing building, provided that they take the form of live/work units and are limited to a maximum of 42 units and 6 140 m2.	
17.6 Mavis-Erindale	*Added*	MOPA 141	The Mavis-Erindale Employment Area is a major employment cluster that provides significant employment. With access to rail and major transportation infrastructure, the range and scale of employment uses provides significant opportunities and benefits to the City. Existing and permitted employment uses within the area will be protected from non-compatible uses to ensure continued viability of the employment area.	Wording has been added to this section to establish the vision for the Mavis-Erindale Employment Area and to protect for land use compatibility.
17.6.3 **Special Site Policies**	*Removed*	MOPA 141	17.6.3 Special Site Policies There are sites within the Character Area that merit special attention and are subject to the following policies.	The Special Site Policies subsection from the Mavis-Erindale Employment Area is being removed. Section 17.6.3.1 is being removed and placed within the Erindale Neighbourhood Character Area.

			17.6.3.1 Site 1  17.6.3.1.1 The lands identified as Special Site 1 are located on the west side of Mavis Road, north of Dundas Street West. 17.6.3.1.2 Notwithstanding the provisions of the Mixed Use designation, the following additional policy will apply: a. the following uses will not be permitted: ● a department store; ● a food supermarket;	

Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
			● a drug store; and ● an automotive parts and accessories store.	
17.6.4 Exempt Site Policies	*Added*	MOPA 141	There are sites within the Character Area that merit special attention and are subject to the following policies.	A preamble is added to this section to replace wording removed in Section 17.6.3 Special Site Policies.
17.9 Western Business Park	*Added*	MOPA 141	The Western Business Park Employment Area is a major employment cluster that provides significant employment. With access to major transportation infrastructure, the range and scale of employment uses provides significant opportunities and benefits to the City. Existing and permitted employment uses within the area will be protected from non-compatible uses to ensure continued viability of the employment area.	Wording has been added to this section to establish the vision for the Western Business Park Employment Are and to protect for land use compatibility.

Section	Change	OPA No.	Proposed Changes to MOP	Planning Rationale
17.9.4 Exempt Site Policies	*Re-numbered*	MOPA 141	17.9.4.1 Site 1  17.9.4.1.1 The lands identified as Exempt Site 1 are located south of Laird Road and west of Winston Churchill Boulevard. 17.9.4.1.2 Notwithstanding the provisions of the Mixed Use designation, housing for the elderly will also be permitted.	This exempt site has been removed from the Western Business Park Employment Area (previously 17.9.4.1) and placed within the Erin Mills Neighbourhood Character Area (16.10.3.2) due to the proposed changes in the Character Area boundaries. No policy change is proposed.

Appendix 8 - Applicable Policy Analysis

The proposed Dundas Corridor Policy Implementation Mississauga Official Plan Amendments No. 141 and No. 142 (OPAs) are consistent and conform to Provincial and Regional policies, as well as the new April 2022 Region of Peel Official Plan. They also reinforce the current policies and objectives of the Mississauga Official Plan as summarized below. The following assessment provides a general summary of the intent of the policies.

The Planning Act

Section 2 of the *Planning Act* states the matters of provincial interest that authorities shall have regard for in exercising their responsibilities. Relevant matters of provincial interest include, amongst other matters: (h) the orderly development of safe and healthy communities; (j) the adequate provision of a full range of housing, including affordable housing; (k) the adequate provision of employment opportunities; (p) the appropriate location of growth and development; (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and (r) the promotion of built form that, (i) is well designed, (ii) encourages a sense of place and (ii) provides for public spaces. These provincial interests are further articulated through the PPS and the Growth Plan.

The proposed OPAs have regard for the above-noted policies of the *Planning Act* as it promotes development that creates a dynamic, urban, mixed-use corridor with multiple options for mobility including walking, cycling, and rapid transit. The proposed policies enable a mix of residential, commercial and employment uses within a predominantly mid-rise built form that incorporates active storefronts, community facilities, public service facilities, integrated open spaces and amenities that result in an enhanced pedestrian experience. New public streets and pedestrian connections will be introduced to create smaller walkable blocks and multiple routes to key destinations. The Dundas Street Corridor will see growth in population and employment, while respecting existing communities, businesses, and industries to achieve complete communities.

Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe 2020 (Growth Plan)

The Provincial Policy Statement (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the Planning Act, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

Consistency with Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides direction on managing growth and creating communities that are liveable, healthy and resilient. The PPS highlights the importance of the efficient use of land and resources, a range of housing options, a mix of employment opportunities and access to recreation, parks and open spaces. The proposed Dundas Corridor Policy Implementation Official Plan Amendments (OPAs) are consistent with the PPS. Please see more details below:

- **Development and Land Use Patterns:** Section 1.1.1 and Section 1.1.3 require efficient land use and development patterns that promote liveable, healthy and safe communities where a mix of land uses and densities efficiently use land and resources, and support active transportation and are transit-supportive. The proposed policies support the development of transit-supportive communities in a predominately mid-rise built form within the Dundas Street Corridor, in proximity to the future Dundas Bus Rapid Transit (BRT) line.

- **Housing:** Section 1.1.1 and Section 1.4 require a range and mix of housing options, including affordable housing. The proposed policies encourage development to incorporate a range of housing choices (including affordable housing) to accommodate changes in community needs over time.

- **Land Use Compatibility:** Section 1.2.6 requires land use compatibility to mitigate adverse impact and to support the long term viability of employment uses. The proposed policies promote land use compatibility to minimize negative impact resulting from sensitive land uses in proximity to established employment uses.

- **Employment:** Section 1.3 requires an appropriate mix and range of employment opportunities and to protect and preserve employment areas to meet long term needs. It encourages compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities. The proposed policies support a range of employment opportunities and requires a balanced mix of residential and non-residential uses. Mixed use development is to be compatible with surrounding uses.

- **Public Spaces and Recreation:** Section 1.5 provides direction for public spaces, parks and open space. Specifically, Policy 1.5.1.b states that communities should plan and provide for a range and equitable distribution of parks, public spaces, open spaces, trails and linkages that promote recreation. The proposed policies emphasize the importance of expanding public spaces to serve new development.

- **Multi-Modal Transportation:** Policy 1.5.1.a and 1.6.7 promotes active communities, active transportation and a multi-modal transportation system. The proposed OPA policies seek additional active transportation connections, multi-modal access to transit facilities and an expanded road and street network.

- **Natural Hazards:** Policy 3.1.4 requires that any change to official plan policies, land use designations or boundaries for Special Policy Area lands be approved by the Province. The proposed OPAs maintain the existing policies, land use designations and boundaries of defined Special Policy Areas along Dundas Street.

Conformity with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Office Consolidation 2020)

A Place to Grow (the Growth Plan) is the Province's growth management strategy. It highlights the importance of building complete communities, supporting economic development, and directing intensification to strategic growth areas to make efficient use of land and optimize infrastructure. The proposed Dundas Corridor Policy Implementation OPAs conform to the Growth Plan. Please see more details below:

- **Complete Communities:** Section 2.1 and Policy 2.2.1.4 promote the concept of "complete communities." These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household size.. The proposed OPA policies emphasize the continued importance of providing a mix of uses, amenities and range of housing options, where appropriate along the Dundas Street Corridor and expanded access to a transportation options.

- **Manage Growth:** Section 2.2 directs future population and employment growth to settlement areas within the Greater Golden Horseshoe focused on transit corridors with compact built form. The proposed policies promote transit-supportive development in a predominately mid-rise built form along the future Dundas Bus Rapid transit (BRT) line.

- **Employment:** Policy 2.2.5.8 directs development of sensitive land uses, major retail uses or major office uses to avoid or minimize and mitigate adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment. The proposed OPA policies support the viability of existing employment lands and sets outs criteria to assess the suitability of introducing sensitive land uses in proximity to employment areas.

- **Housing:** Policy 2.2.6.1.a.i provides direction to support a range and mix of housing options, including affordable housing options, to meet the needs of current and future residents. The proposed policies facilitate new development opportunities and provide for a range of housing choices including affordable housing.

- **Transportation Network:** Policy 3.2.3.4 directs municipalities to require active transportation networks be comprehensive and integrated into transportation planning. The proposed OPA policies promote improved pedestrian and cycling connections to create a multi-modal transportation network that provides greater access and connectivity to existing and future transit stations throughout the area.

- **Public Open Space:** Policy 4.2.5.1 encourages municipalities to develop "a system of publicly-accessible parkland, open space, and trails". The proposed OPA policies promote the expansion of the public park and open space network and existing and future roads, pedestrian and multi-use connections within the Corridor.

Region of Peel Official Plan (Consolidation, 2018)

The Regional Official Plan (ROP) provides direction and a strategic policy framework to guide development and growth in Peel Region and Mississauga. The over-arching theme of the ROP is sustainability – supporting the needs of present populations without compromising future generations. The sustainability framework encompasses environmental, social, economic and cultural pillars in order to support development within the Region to create conditions for thriving communities. The proposed OPAs conform to the ROP. Please see more details below:

- **Complete Communities:** Policy 5.3.1.3 provides direction to "establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities." The proposed OPAs conform with the Region of Peel Official Plan, and support the development of complete communities along the Dundas Street Corridor.

- **Employment:** Policy 5.6.2.10 encourages high density employment uses in proximity to major transit station areas and areas planned for higher order transit service. The proposed OPAs encourage economic development and employment growth on lands within the Dundas Street Corridor. These lands are located in the Region's proposed Major Transit Station Areas and will be adjacent to the future Dundas BRT line.

- **Housing:** Section 5.8 provides direction for municipalities to plan for a range and mix of housing, specifically Policy 5.8.2.3 encourages and supports municipalities to plan for a range of housing options and forms, including affordable housing to enable all residents to remain within their communities. The proposed OPA policies reinforce these housing policy directions.

- **Active Transportation:** Policy 5.9.10.2.1 provides direction for integrated transportation planning with pedestrian and cycling networks that are safe, attractive and accessible, and provide linkages between areas, adjacent neighbourhoods and transit stations. The

proposed policies for the Dundas Street Corridor require the creation of a fine-grained multi-modal transportation network.

New Region of Peel Official Plan (RPOP)

On April 28, 2022, Regional Council passed By-law 20-2022 to adopt the new Region of Peel Official Plan, which is currently awaiting Provincial approval. While the policies of the new PROP are not in full force and effect it represents Regional Council's most current vision to guide growth and development within the Region and the City of Mississauga to the year 2051. The proposed amendments would conform to the new RPOP once approved.

Mississauga Official Plan

The proposed Dundas Corridor Policy Implementation Official Plan Amendments reinforce the current policies and objectives of the Mississauga Official Plan (MOP).

- **City Structure and Growth:** Section 5.3 identifies an urban hierarchy and recognizes the different functions of various areas of the city. Dundas Street is identified as an Intensification Corridor planned to accommodate future growth in the city, and envisioned to provide a mix of population and employment uses. The proposed OPA policies support Dundas Street as an Intensification Corridor and provides a vision and direction to guide future development.

- **Employment:** Policy 5.5.10, 10.2.1 and 10.4.1 encourage major office and retail development to be located within Major Transit Station Areas. The proposed policy amendments encourage a range of economic opportunities along the Dundas Street Corridor. Policy 10.1.1 and 10.1.4 support the protection of employment lands from non-employment uses to meet future needs, while policy 10.3.2 protects lands within Employment Areas for industrial uses. The proposed OPAs preserve the character of Employment Areas and removes any areas that may consider non-employment uses to other Character Areas.

- **Parks and Open Spaces:** Chapter 6 provides city-wide direction for parks and open spaces. The proposed policy amendments provide further direction for the expansion of parks and open space along the Dundas Street Corridor to serve future growth.

- **Land Use Compatibility:** MOP includes numerous policies in Chapter 6 and 10 related to land use compatibility. Policy 6.1.8 and 6.1.9 prohibit sensitive land uses adjacent to industrial activates if adverse impacts cannot be mitigated through effective control, such as site and building design, buffers and/or separation distances. Policy 6.5.5 requires that when determining land use compatibility regard be given to odours, air particulates, noise and other contaminants, which may impact adjacent or nearby land uses. While Section 6.10 requires land use compatibility consider the incorporation of noise attenuation methods. Policy 10.3.3 and 10.3.4 requires land use conflicts be minimized

between industrial uses and sensitive land uses to support the continued operation of industrial uses. The proposed OPAs build on these policies and prioritize land use compatibility throughout the corridor, particularly in considering new sensitive land uses in proximity to employment uses to maintain their ongoing viability. The introduction of a new Mixed Use Limited designation requires proposal for new sensitive land uses demonstrative their suitability subject to land use compatibility assessments.

- **Natural Hazard Lands:** Section 6.3 provides policies that generally prohibit development and site alteration within Natural Hazard Lands and areas within an identified Flood Plain. The proposed OPAs maintain existing the policies for flood prone areas and require flood mitigation prior to any new development in such areas.

- **Complete Communities:** Chapter 7 provides city-wide direction for complete communities. The chapter identifies the need to plan for complete communities that meet the daily needs of people and offer a range of services, employment and residential opportunities. Specifically Policy 7.1.3 encourages compact built environments that integrate a mix of uses, support multiple modes of transportation, and encourage recreational activities. Section 7.3 identifies the need for community infrastructure as a vital part of complete communities and quality of life. The proposed OPAs establish the Dixie-Dundas Community Node and support the development of the Dundas Street Corridor as a complete community with a mix of uses and access to multiple modes of transportation and community infrastructure.

- **Housing:** Section 7.2 provides city-wide direction to promote the provision of suitable housing for people of all stages of life. The MOP encourages the creation of new housing to meet the needs of diverse populations, younger and older adults and families. The proposed OPA policies encourage the development of a range of housing choices, including affordable housing.

- **Multi-Modal Transportation:** Chapter 8 aims to create sustainable communities with multi-modal transportation networks, encourages a shift towards more sustainable modes of transportation and prioritizes the creation of a fine-grained road pattern in Intensification Areas. The proposed OPAs will promote, within the Dundas Street Corridor, development that integrates a fine-grained multi-modal transportation network that will provide connections throughout the area and to the future Dundas BRT.

- **Urban Form:** Chapter 9 provides city-wide direction to build a desirable, sustainable urban form with high quality urban design and public realm that contributes to a strong sense of place. Policy 9.1.2 and 9.1.9 directs urban form within Intensification Areas to promote a diverse mix of uses and support the creation of efficient multi-modal transportation system. Section 9.3 and policy 9.3.1.5 provides direction for a public realm that enhances connectivity and a sense of place. The proposed OPAs encourage the creation of a predominantly mid-rise corridor with development providing active street frontages and an accessible, high quality public realm.

City of Mississauga
Corporate Report

MISSISSAUGA

Date: June 10, 2022 To: Chair and Members of Planning and Development Committee From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Originator's files: CD.06.INC Meeting date: July 5, 2022

Subject

RECOMMENDATION REPORT (City-wide) – Inclusionary Zoning Official Plan Amendment and Zoning By-law Amendment

Recommendation

1. That the Inclusionary Zoning Official Plan Amendment and Zoning By-law Amendment, attached to the report titled "Recommendation Report (City-wide) – Inclusionary Zoning Official Plan Amendment and Zoning By-law Amendment," dated June 10, 2022, from the Commissioner of Planning and Building, be approved, and that the City Solicitor be authorized to make any non-substantive stylistic and technical changes to the Official Plan Amendment and Zoning By-law Amendment, as may be required, prior to Council adoption.

2. That notwithstanding that subsequent to the public meeting held on May 30, 2022, change(s) to the zoning by-law amendment in the report titled "Recommendation Report (City-wide) – Inclusionary Zoning Official Plan Amendment and Zoning By-law Amendment", dated June 10, 2022, from the Commissioner of Planning and Building, have been made, Council considers that the changes are minor and do not require further notice, pursuant to the provisions of subsection 34(17) of the Planning Act.

3. That the report titled "Recommendation Report (City-wide) – Inclusionary Zoning Official Plan Amendment and Zoning By-law Amendment" and attachments, dated June 10, 2022, from the Commissioner of Planning and Building, be forwarded to the Minister of Municipal Affairs and Housing.

Executive Summary

- Implementation of Inclusionary Zoning (IZ) will allow the City to require affordable housing

units in new development in protected Major Transit Station Areas (MTSAs).

- A statutory public meeting was held on May 30, 2022 to consider draft IZ policies and a draft zoning framework. Public submissions included concern about low set-aside rates, the need for financial incentives to developers, the need prioritize households at risk, and the need for longer affordability terms and a greater depth of affordability.
- Staff have not made major revisions to the policy and zoning framework as a result of public submissions. Changes were made to add more clarity and detail to policies, and to select the price capping method to control affordability of ownership units over time.
- Staff are recommending approval of the attached IZ Mississauga Official Plan Amendment (MOPA) and IZ By-law, and are targeting the August 10, 2022 Council Meeting for final adoption.
- The Region of Peel has exempted the MOPA from Regional adoption. Staff continue to work with the Region of Peel on the administrative structure for IZ and will report back on related Implementation Guidelines at a later date.
- The MOPA and IZ By-law outline that IZ takes effect on the later of January 1, 2023 or the date of Provincial approval of a protected MTSA identified in the Region of Peel Official Plan.

Background

IZ is one of the actions identified in Mississauga's Housing Strategy, *Making Room for the Middle (2017)* that the City can take to increase the supply of affordable housing. The Housing Strategy focuses on assisting moderate-income households, who make up an important part of our workforce. In accordance with Provincial regulations, IZ will ensure that affordable units are developed alongside market units in protected MTSAs. Developers will be required to set aside some units for sale or rent at rates affordable to moderate-income households.

Upon completion of the IZ background analyses, Council directed staff to consult the public on IZ preliminary policy directions[1]. Subsequently, a statutory public meeting was held on May 30th, 2022[2], to consider a draft IZ MOPA and zoning by-law framework.

This report addresses he feedback received and outlines any revisions to the draft policies and zoning framework. The final proposed official plan policies and zoning regulations contained in Appendices 1 and 2, respectively, set out a framework to guide how market development will contribute to the long-term affordable housing supply in Mississauga.

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[1] Update Report and Preliminary Policy Directions: Item 5.4, available here: https://pub-mississauga.escribemeetings.com/Meeting.aspx?Id=a8c18814-845c-4546-9241-3a329945f593&Agenda=Agenda&lang=English&Item=15&Tab=attachments

[2] Statutory Public Meeting Information Report: Item 5.5, available here: https://pub-mississauga.escribemeetings.com/Meeting.aspx?Id=921a1da0-a951-43d2-b129-1d69416f5e2c&Agenda=Agenda&lang=English&Item=12&Tab=attachments

Comments

Feedback Received on the Draft OPA and Zoning Framework

Fourteen oral and written submissions were received on the materials presented at the public meeting. A summary of the key comments is provided below. Further details are provided in Appendix 3.

1. Set-Aside Rates, Offsets, and Location

Summary: Some participants requested that the set-aside rates be higher (e.g. 20 to 30%) while others were supportive of the proposed rates. The granting of density bonuses was mentioned as a possible mechanism to achieve higher set-aside rates. General comments were made about using financial incentives only where IZ requirements are exceeded. Building Industry and Land Development group (BILD) confirmed their support for IZ, but reiterated concerns about IZ feasibility in the context of rising costs and the need for offsets. BILD also communicated their support for clear and flexible aspects of the IZ policy framework (e.g. transition, phasing, parking reductions, offsite unit delivery). Several participants commented that IZ should not be limited to protected MTSAs.

Staff Response: The proposed set-aside rates reflect the results of the IZ market feasibility analysis and no changes are recommended at this time. The impact on the market will be monitored to determine if higher or lower set-aside rates are needed in the future. Provincial legislation limits the application of IZ to protected MTSAs in municipalities that are not prescribed by legislation to implement IZ, which includes Mississauga. Public feedback about this limitation will be shared with the Province.

2. Tenure and Project Size

Summary: Participants commented about the proposed exemption for purpose-built rental housing projects from IZ, noting that market rental housing is unaffordable. One participant suggested consideration could be given to applying IZ to luxury purpose-built rental housing. The minimum project size threshold to trigger an IZ requirement (50 units or 3,600 square meters) was considered low by some participants and high by others.

Staff Response: The feasibility analysis demonstrated that the land economics of requiring IZ in purpose-built rental housing could make development challenging. Even before IZ, only 7% of the city's new apartment unit completions have been purpose built rental over the last 20 years, compared to 93% condo. The purpose built rental market has been improving over the last couple of years and this exemption can be reassessed during the next IZ update.

The proposed policy provides a discounted set aside rate to encourage the creation of affordable rental units in ownership developments.

3. Affordability Depth and Term

Summary: Concerns were raised about the need for housing affordable to low-income households and family-sized units affordable to households across the moderate-income household spectrum. Some participants requested the units remain affordable in perpetuity to maintain the affordable inventory. Another participant suggested a 25-year term was appropriate because administration is challenging over the long term.

Staff Response: The policy framework allows for the delivery of units affordable to low-income households, though staff recognize that these types of units will be on an opportunity-basis and will require partnerships and funding from senior governments to be viable. The proposed affordability terms of 25 years for rental and 50 years for ownership may encourage affordable rental housing, will keep rental and ownership units affordable for the long-term, and are generally consistent with other North American jurisdictions. Through Implementation Guidelines, the Region of Peel or non-profit housing providers may be identified as eligible purchasers of an IZ unit, and this could extend the affordability period beyond the prescribed term.

4. Populations at Risk

Summary: Written correspondence on behalf of the Accessible Housing Network requested universal accessibility be required in IZ units and the common areas of buildings. Others raised concerns that the needs of populations at risk (e.g. seniors, people struggling with addiction) are not addressed through the proposed IZ policy and zoning framework.

Staff Response: Staff will consider these issues through the development of Implementation Guidelines and our work with the Region to establish priority segments of the population to be housed through IZ.

Changes to the Proposed OPA and Zoning Framework since the Public Meeting

Refinements to policy wording have been made in addition to the following key changes:

- More detail was added to specify the calculation of unit price / rent thresholds by unit type, and that bachelor units will not count as IZ units.
- After further consultation with Regional staff, the price capping method was selected to control the affordability of ownership, which emphasises the affordability of IZ units over a longer timeframe.
- More detail about administration and monitoring of units has been added, including that Implementation Guidelines will be developed in coordination with the Region.
- Locational criteria was added to the offsite delivery policy to allow offsite unit delivery in different IZ Areas but within 800 metres of the subject development.
- Instead of an IZ signalling policy for portions of Clarkson GO MTSA should employment land conversions occur, the area is now identified as IZ Area 4 with a set-aside rate of

10% (or 5% if affordable rental units are provided). IZ will only apply if residential uses are permitted, as is the case in all other MTSAs.

- The definition of "purpose-built rental housing" now includes rental units that are organized as a condominium, provided that a minimum of 80% of the dwelling units are owned by a single owner. This change effectively exempts this type of rental housing from IZ requirements and is subject to an agreement with the City.
- Specific sites have been identified for exemption from IZ due to their prior agreement with the City to deliver an affordable housing contribution.

The recommended IZ Official Plan and Zoning By-law amendments conform to the *Planning Act* and Ontario Regulation 232/18, which set out IZ implementation procedures and policy and zoning requirements. In a letter dated June 20, 2022, from the Region of Peel Chief Planner and Director of Planning and Development Services, Regional staff indicated that they had reviewed the MOPA and the IZ policies are consistent with the new Regional Official Plan, and is exempt from Regional approval in accordance with Region of Peel By-law 1-2000.

Next Steps

Once adopted, the Official Plan policies and zoning regulations will take effect on the later of January 1, 2023 or when the Province approves an applicable protected MTSA as identified in the new Region of Peel Official Plan. In addition to statutory exemption provisions, additional transition provisions in the IZ By-law allow certain applications to be exempt from IZ if filed prior to the IZ in-effect date.

Through recent Regional Council decisions[3], the Region of Peel has indicated a commitment to develop a one-window approach for the administration of affordable housing units generated through initiatives like IZ. Over the coming months, staff will work with the Region to create the administrative framework, Implementation Guidelines, and overall monitoring plan for IZ and report back to Council with updates. The Implementation Guidelines will identify matters including but not limited to procedures for qualifying potential unit renters or purchasers, matching occupants to units, monitoring affordability of units, and other IZ requirements and program parameters.

Staff will also continue to advocate through the Strategic Communications and Initiatives division for permission from the Province to apply IZ city-wide, where it is demonstrated that development under an IZ framework is financially viable.

[3] Item 8.4: https://pub-peelregion.escribemeetings.com/Meeting.aspx?Id=df8632ad-3a8d-41b8-8121-6c28d3da661a&Agenda=Agenda&lang=English&Item=71&Tab=attachments
Item 8.1: https://pub-peelregion.escribemeetings.com/Meeting.aspx?Id=5580723a-358d-4540-94de-f5d1f52adaff&Agenda=Merged&lang=English&Item=68&Tab=attachments

Strategic Plan

Housing affordability stems from the Strategic Plan "Belong" Pillar. Two strategic goals relate to housing affordability – "Ensuring Affordability and Accessibility" and "Support Aging in Place." Action 1 – "Attract and keep people in Mississauga through an affordable housing strategy" connects to the work on the City's Housing Strategy, including IZ implementation.

Financial Impact

There are no financial impacts resulting from the recommendations contained in this report. Implementation of an IZ policy will have future financial impacts for the City and Region. Staff will report back on the financial impacts of IZ administration at a future date.

Conclusion

This report seeks final approval of a Mississauga Official Plan Amendment and Zoning By-law Amendment that will establish requirements for IZ in new developments in Mississauga. As the City grows, new development will continue to provide affordable housing units. IZ is one tool in the housing toolkit, and implementation of IZ is an important step in ensuring that the affordable housing stock in Mississauga continues to grow.

Attachments

Appendix 1: Inclusionary Zoning (IZ) Mississauga Official Plan Amendment
Appendix 2: Inclusionary Zoning (IZ) Mississauga Zoning By-law Amendment
Appendix 3: Comments on Draft Inclusionary Zoning (IZ) Policies and Zoning Framework Presented at May 30, 2022 Public Meeting

A. Whittemore

Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Catherine Parsons, MCIP RPP, Planner, City Planning Strategies Division

Amendment No. 140

to

Mississauga Official Plan

DRAFT

DRAFT

Appendix 1

By-law No. _____xx_____

A by-law to Adopt Mississauga Official Plan Amendment No. 140

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

WHEREAS in accordance with the provisions of section 16 of the *Planning Act,* Council may adopt an Official Plan or an amendment thereto to introduce Inclusionary Zoning Policies;

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

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

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 140, in their opinion the amendment conforms with the Major Transit Station Area and Inclusionary Zoning policies of the Region of Peel Official Plan, as adopted by By-law #20-2022, and is exempt;

AND WHEREAS, in the event that a discrepancy in the Major Transit Station Area delineated boundaries arises between the Region of Peel Official Plan, as adopted by Region of Peel By-law #20-2022, and the Mississauga Official Plan, the Region of Peel Official Plan Major Transit Station Area boundaries will prevail;

AND WHEREAS, the Region of Peel Official Plan, as adopted by Region of Peel By-law #20-2022, directs the City of Mississauga to implement Inclusionary Zoning policies;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding Inclusionary Zoning within certain areas in the City of Mississauga;

Appendix 1

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

1. The document attached hereto, constituting Amendment No. 140 to Mississauga Official Plan, is hereby adopted.

2. The policies of Amendment No. 140 provide that that they will not come into force and effect until the later of January 1, 2023 or the date the applicable protected Major Transit Station Area as identified in the Region of Peel Official Plan adopted by By-law #20-2022 is approved by the Minister of Municipal Affairs and Housing;

ENACTED and PASSED this _____ day of _____, 2022.

Signed _____ Signed _____

MAYOR CLERK

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Appendix 1

Amendment No. 140

to

Mississauga Official Plan

The following constitutes Amendment No. 140.

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

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

Appendix II is a copy of the Planning and Building Department report dated June 10, 2022, pertaining to this Amendment.

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Appendix 1

PURPOSE

The purpose of this Amendment is to introduce policies and mapping that will permit the City to require affordable housing units in new developments in certain protected Major Transit Station Areas ("MTSA").

LOCATION

The lands affected by this Amendment are located in protected MTSAs:

- Along the Hurontario Street Light Rail Transit Route from the southernmost point to Matheson Boulevard West, including MTSAs located in the Downtown Core;
- Along the 407 Bus Rapid Transit Route (Derry and Britannia MTSAs);
- Along the future Lakeshore Road East Bus Rapid Transit Route (Lakefront Promenade, Haig, and Dixie MTSAs); and
- Along the Dundas Street Bus Rapid Transit Route.

BASIS

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

This Amendment is required to introduce new policies that will require affordable housing units in new developments where residential uses are permitted.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. Housing affordability is a major issue in Mississauga.
2. Provincial legislation includes provisions for the introduction of Inclusionary Zoning policies into Official Plans to address housing affordability.
3. The new Region of Peel Official Plan adopted by Region of Peel By-law #20-2022 directs the City of Mississauga to implement Inclusionary Zoning policies.
4. Mississauga Official Plan contains policies that indicate the commitment of the City to ensure the creation of affordable housing to meet the population's needs.

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Appendix 1

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Chapter 7 - Complete Communities, of Mississauga Official Plan, is hereby amended by adding the following policies as Section 7.3, and renumbering sections 7.3, 7.4, 7.5, 7.6, and 7.7 to 7.4, 7.5, 7.6, 7.7, and 7.8:

7.3 Inclusionary Zoning

7.3.1 Inclusionary Zoning is a tool that enables the City to require that new residential development or redevelopment in specified locations include affordable housing units where residential uses are permitted by this Plan. Inclusionary Zoning in Mississauga will be guided by the following principles and objectives:

(a) Inclusionary Zoning will be implemented in conjunction with other planning tools to increase the supply of affordable housing, contributing to diverse, mixed-income communities that offer a range of housing options for residents of various socio-economic backgrounds.

(b) Inclusionary Zoning policies will be informed by ongoing monitoring and periodic financial impact assessments in accordance with Provincial requirements, or more frequently as necessary, to create and maintain affordable housing stock without negatively impacting overall development activity.

(c) The City will work collaboratively with the Region of Peel, private and non-profit developers, housing providers, and other special interest groups to leverage expertise and achieve housing objectives.

(d) The City and the Region of Peel will work collaboratively to establish Inclusionary Zoning Implementation Guidelines to ensure the efficient delivery and monitoring of affordable housing units, such as but not limited to the procedure for qualifying purchasers and tenants, establishing annual affordable prices and rents, and ensuring the units remain affordable for the affordability period.

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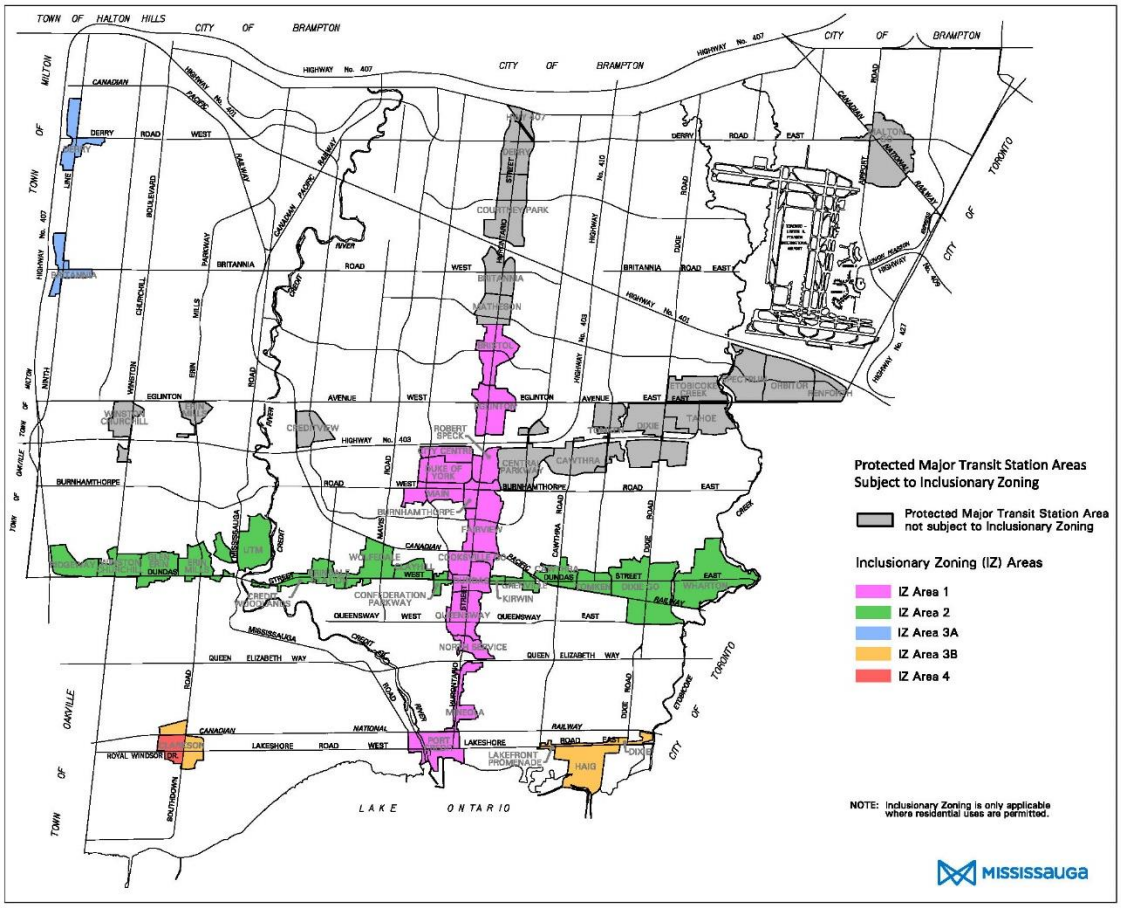
Appendix 1



Map 7-1: Inclusionary Zoning (IZ) Areas

7.3.2 An owner of new development or redevelopment proposing 50 or more residential units or 3,600 square metres or more of gross floor area (GFA) for residential purposes, and located within an IZ Area as identified on Map 7-1: Inclusionary Zoning (IZ) Areas of this Plan, and subject to an Inclusionary Zoning By-law, is required to include ***affordable ownership housing units*** or ***affordable rental housing units*** for ***moderate-income households***, as follows:

(a) the minimum required percentage of gross floor area for residential purposes in ownership housing to be set-aside as ***affordable ownership housing units*** or ***affordable rental housing units*** for ***moderate-income households*** is established in Table 7-1.

(b) notwithstanding Policy 7.3.2 (a), a discounted set-aside rate may be considered for the delivery of housing for ***low-income households*** at the City's discretion through a site-specific zoning by-law amendment.

(c) through an amendment to this Plan, the City may introduce Inclusionary Zoning requirements for lands within protected ***Major Transit Station Areas*** that are not currently identified within an IZ Area on Map 7-1.

(d) IZ Area 4 is within an Employment Area and would require a land conversion to permit residential uses. Inclusionary Zoning requirements of Section 7.3 and 19.23 of this Plan will only apply to development on lands within IZ Area 4 in the event that residential uses are permitted.

(e) the Inclusionary Zoning requirements of Policy 7.3.2 (a) and Table 7-1 do not apply to portions of a development or redevelopment containing purpose-built rental housing until such time as it ceases to serve as purpose-built rental housing. Inclusionary Zoning requirements for purpose-built rental housing may be introduced through future amendments to this Plan.

Table 7-1 – Minimum Required Percentage of Residential Gross Floor Area (GFA) in Ownership Housing to be Affordable Housing

IZ Area as identified on Map 7-1	Tenure of Affordable Housing Units	Applies January 1, 2023 to December 31, 2023	Applies January 1, 2024 to December 31, 2024	Applies January 1, 2025
IZ Area 1	***Affordable Ownership Housing Units***	4%	7%	10%
	Affordable Rental Housing Units	2%	3.5%	5%
IZ Area 2	***Affordable Ownership Housing Units***	3%	5%	7%
	Affordable Rental Housing Units	1.5%	2.5%	3.5%
IZ Area 3A and IZ Area 3B	***Affordable Ownership Housing Units***	3%	4%	5%
	Affordable Rental Housing Units	1.5%	2%	2.5%
IZ Area 4	***Affordable Ownership Housing Units***	10%	10%	10%
	Affordable Rental Housing Units	5%	5%	5%

7.3.3 To provide a range of affordable prices and rents, the City, in consultation with the Region of Peel, will establish maximum prices and rents on an annual basis during the affordability period for ***affordable ownership housing units*** and ***affordable rental***

housing units as follows, and in accordance with Implementation Guidelines:

(a) one-bedroom units will be priced at or below the maximum purchase price for the 4th income decile or rented at or below the maximum rent for the 4th renter income decile;

(b) two-bedroom units will be priced at or below the maximum purchase price for the 5th income decile or rented at or below the maximum rent for the 5th renter income decile; and

(c) three-bedroom units will be priced at or below the maximum purchase price for the 6th income decile or rented at or below the maximum rent for the 6th renter income decile.

7.3.4 The suite mix of the affordable housing unit component will generally be a balanced mix of one-bedroom units and family sized units (two- and three-bedroom units), to provide a range of unit types suitable for individuals and families. Bachelor units will not qualify as affordable housing units for the purposes of Inclusionary Zoning requirements. Further unit size and suite mix requirements may be established through Implementation Guidelines.

7.3.5 ***Affordable rental housing units*** or ***affordable ownership housing units*** will be required to be maintained at affordable rents or prices commencing upon execution of an Inclusionary Zoning Agreement for a minimum period of:

(a) 25 years calculated from the date of first occupancy of an ***affordable rental housing unit***; or

(b) 50 years calculated from the later of the date of first occupancy or first closing of an ***affordable ownership housing unit***.

7.3.6 The City will receive a portion of the net proceeds from the sale of an ***affordable ownership housing unit*** in accordance with the following policies:

(a) the City will receive no more than 20% of the net proceeds of the sale of an ***affordable ownership housing unit*** sold during the 50 year affordability period, equivalent to no more than 2% of the sale price, for administration fees, where proceeds are the difference between the purchase

price and the resale price of the affordable ownership unit; and

(b) the City will receive 50% of the net proceeds of the first sale of an ***affordable ownership housing unit*** at market price after the 50 year affordability period, to be reinvested in affordable housing, where net proceeds are the difference between the purchase price and the resale price of the affordable ownership unit, less any legal, administration or real estate commission fees.

7.3.7 Inclusionary Zoning requirements may be met on an offsite location, at the discretion of the City through a site-specific zoning by-law amendment, subject to achieving the following conditions:

(a) the offsite location must be located in an IZ Area as identified on Map 7-1.

(b) offsite affordable housing units shall be located in proximity to the proposed development or redevelopment giving rise to the Inclusionary Zoning requirement. Proximity is deemed to be one or more of the following criteria:

(i) the offsite location is in the same IZ Area as the development or redevelopment giving rise to the Inclusionary Zoning requirement;

(ii) the offsite location is within 800 metres of the development or redevelopment giving rise to the Inclusionary Zoning requirement; or

(iii) IZ Area 3B and IZ Area 4 will be considered to be the same IZ Area for the purposes of Policy 7.3.7(b).

(c) the offsite Inclusionary Zoning contribution results in one or more improved housing outcomes, such as:

(i) the delivery of affordable housing units occurs sooner than if the units were delivered in the development giving rise to the Inclusionary Zoning requirement;

(ii) the provision of ***affordable rental housing units***

(iii) the provision of more deeply affordable units than required (i.e. housing affordable to ***low-income households***); or

(iv) the provision of a greater amount of affordable gross floor area than required.

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(d) Offsite units shall not be used to satisfy Inclusionary Zoning requirements that apply to the offsite location.

7.3.8 Inclusionary Zoning By-laws will not apply to:

(a) long-term care buildings, retirement buildings, hospices, staff/student residences, group homes, or not-for profit buildings;

(b) Region of Peel or Peel Housing Corporation projects;

(c) approved development, as specifically identified as exempt in the zoning by-law, that is already subject to an affordable housing contribution requirement as of June 22, 2022. Inclusionary Zoning By-laws will apply to additional development permissions for such lands;

(d) development or redevelopment meeting the exemption criteria under the *Planning Act* or related Ontario Regulations; and

(e) notwithstanding 7.3.2, in no case will Inclusionary Zoning By-laws apply to development or redevelopment of less than 10 residential units.

7.3.9 Any replacement of affordable rental units required through the Rental Housing Protection policies of this Plan and Rental Housing Protection By-law 0121-2018, as amended, shall not:

(a) be included in the gross floor area for residential purposes, used to calculate the Inclusionary Zoning requirements identified in Policy 7.3.2 and Table 7-1 of this Plan.

(b) contribute to the Inclusionary Zoning requirements in Policy 7.3.2 of this Plan.

7.3.10 Financial incentives will not be provided for affordable housing units provided in accordance with Policy 7.3.2 of this Plan. An Inclusionary Zoning By-law may identify reductions to parking rates for ***affordable rental housing units*** and ***affordable ownership housing units*** in accordance with recommendations of City-wide parking studies.

7.3.11 Inclusionary Zoning requirements identified in Section 7.3 and Section 19.23 come into effect on the later of January 1, 2023 or the date the applicable protected ***Major Transit Station Area*** identified in the Region of Peel Official Plan is approved by the Minister of Municipal Affairs and Housing.

2. Chapter 19 – Implementation, of Mississauga Official Plan, is hereby amended by adding the following Section as Section 19.23:

19.23 Inclusionary Zoning Agreements

19.23.1 An owner of development or redevelopment subject to an Inclusionary Zoning By-law will enter into one or more agreements with the City, to be registered on title, securing:

a) requirements of Section 7.3 of this Plan;

b) requirements for the timely delivery of the affordable units, and if applicable, any phasing of affordable units;

c) requirements ensuring the occupants of affordable housing units have the same building and amenity access as occupants of market units;

d) requirements for adjustments to the required amount of affordable housing to meet Policy 7.3.2, should a purpose-built rental building convert to an ownership building or should an ownership building convert to purpose-built rental building;

e) requirements that ensure affordable units are provided to eligible purchasers or tenants that have been pre-qualified by the City or Region;

f) requirements for ongoing administration, reporting and monitoring of the affordable housing units over the affordability period, as established through Implementation Guidelines;

g) the approach for determining the maximum price of an affordable ownership housing unit during the affordability period, based on the Consumer Price Index and applicable administration fees;

h) the City's share of net proceeds upon the sale of an affordable housing unit;

i) conditions for offsite unit delivery, if permitted; and

j) any other standards or arrangements, as appropriate.

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3. Chapter 20 – Glossary, of Mississauga Official Plan, is hereby amended by adding the following definitions:

Affordable ownership housing unit means the least expensive of: housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for ***low-income households*** and ***moderate-income households*****;** or housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

Affordable rental housing unit means the least expensive of: a unit for which the rent does not exceed 30 percent of gross annual household income for ***low-income households*** and ***moderate-income households***; or a unit for which the rent is at or below the average market rent of a unit in the regional market area.

Moderate-income households means in the case of ownership housing, households with incomes between 30 to 60 percent of the income distribution for households in the City of Mississauga; or in the case of rental housing, households with incomes between 30 to 60 percent of the income distribution for renter households in the City of Mississauga.

Low-income households means in the case of ownership housing, households with incomes in the lowest 30 percent of the income distribution for households in the City of Mississauga; or in the case of rental housing, households with incomes in the lowest 30 percent of the income distribution for renter households in the City of Mississauga.

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Appendix 1

IMPLEMENTATION

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

The provisions of this Amendment shall not come into force and effect until the later of January 1, 2023 or the date the applicable protected Major Transit Station Area identified in the Region of Peel Official Plan adopted by By-law #20-2022 is approved by the Minister of Municipal Affairs and Housing.

The lands will be zoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated October 21, 2021.

INTERPRETATION

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

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

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APPENDIX I

PUBLIC MEETING

All property owners and residents within the City of Mississauga were invited to attend a Public Meeting of the Planning and Development Committee held on May 30, 2022 at 1:30pm in connection with this proposed Amendment.

The key issues raised at the Public Meeting included the length of the affordability period, the depth of affordability, the proposed set-aside rates, the need for more affordable rental housing, and the need to address populations at risk. Based on the completed feasibility analysis, the depth of affordability, proposed set-aside rates, exemption for rental housing, and the discounted set-aside rate for developers providing affordable rental housing were maintained as proposed. These provisions will be reviewed and may be amended if financial viability changes. Implementation Guidelines may provide more guidance for housing priority segments of the population. The method to control affordability in ownership units has been scoped to include only the capped price option with a 50-year affordability term.

The issues raised at the public meeting have been addressed in the corporate report, attached to this Amendment as Appendix II

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Appendix II – STAFF REPORT

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A by-law to Adopt Mississauga Official Plan Amendment No. 140

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

WHEREAS in accordance with the provisions of section 16 of the *Planning Act*, Council may adopt an Official Plan or an amendment thereto to introduce Inclusionary Zoning Policies;

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

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

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 140, in their opinion the amendment conforms with the Major Transit Station Area and Inclusionary Zoning policies of the Region of Peel Official Plan, as adopted by By-law #20-2022, and is exempt;

AND WHEREAS, in the event that a discrepancy in the Major Transit Station Area delineated boundaries arises between the Region of Peel Official Plan, as adopted by Region of Peel By-law #20-2022, and the Mississauga Official Plan, the Region of Peel Official Plan Major Transit Station Area boundaries will prevail;

AND WHEREAS, the Region of Peel Official Plan, as adopted by Region of Peel By-law #20-2022, directs the City of Mississauga to implement Inclusionary Zoning policies;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding Inclusionary Zoning within certain areas in the City of Mississauga;

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

1. The document attached hereto, constituting Amendment No. 140 to Mississauga Official Plan, is hereby adopted.

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2. The policies of Amendment No. 140 provide that that they will not come into force and effect until the later of January 1, 2023 or the date the applicable protected Major Transit Station Area as identified in the Region of Peel Official Plan adopted by By-law #20-2022 is approved by the Minister of Municipal Affairs and Housing;

ENACTED and PASSED this _____ day of _____, 2022.

_____

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Appendix 2

A by-law to amend By-law Number 0225-2007, as amended.

WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law;

And WHEREAS pursuant to section 35.2 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass one or more by-laws to give effect to inclusionary zoning Official Plan policies;

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

1. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Definition to Section 1.2:

Affordable Ownership Housing Unit	means a **dwelling unit** for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for **moderate-income households,** as follows: (1) one-bedroom units priced at or below the fourth income decile for Mississauga households; (2) two-bedroom units priced at or below the fifth income decile for Mississauga households; and, (3) three-bedroom units priced at or below the six income decile for Mississauga households.

2. By-law Number 0225-2007, as amended, is further amended by adding the following Definition to Section 1.2:

Affordable Rental Housing Unit	means a **dwelling unit** where total monthly shelter costs are the least expensive of: a unit for which the rent is at or below the average market rent of a unit in the regional market area, or a unit for which the rent does not exceed 30 percent of gross annual household income for **moderate-income households** as follows: (1) one-bedroom units priced at or below the fourth income decile for Mississauga renter households; (2) two-bedroom units priced at or below the fifth income decile for Mississauga renter households; and, (3) three-bedroom units priced at or below the sixth income decile for Mississauga renter households.

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3. By-law Number 0225-2007, as amended, is further amended by adding the following Definition to Section 1.2:

Gross Floor Area - Inclusionary Zoning	means the sum of all areas of a **building**, measured from the exterior of outside walls of the **building** including floor area occupied by interior walls, but shall only include area dedicated for a **dwelling unit,** and excludes any area dedicated to rental replacement units required under Rental Housing Protection By-law 0121-2018.

4. By-law Number 0225-2007, as amended, is further amended by adding the following Definition to Section 1.2:

Low-Income Households	means in the case of an **affordable ownership housing unit**, households with incomes in the lowest 30 percent of the income distribution for households in the City of Mississauga; or in the case of an **affordable rental housing unit**, households with incomes in the lowest 30 percent of the income distribution for renter households in the City of Mississauga.

5. By-law Number 0225-2007, as amended, is further amended by adding the following Definition to Section 1.2:

Moderate-Income Households	means in the case of an **affordable ownership housing unit**, households with incomes between 30 to 60 percent of the income distribution for households in the City of Mississauga; or in the case of an **affordable rental housing unit**, households with incomes between 30 to 60 percent of the income distribution for renter households in the City of Mississauga.

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6. By-law Number 0225-2007, as amended, is further amended by adding the following Definition to Section 1.2:

Non-Profit Housing Provider	means: (1) a corporation to which the *Not-for-Profit Corporations Act, 2010* applies that is in good standing under that Act and whose primary object is to provide housing; (2) a corporation without share capital to which the *Canada Business Corporations Act* applies, that is in good standing under that Act and whose primary object is to provide housing; (3) a non-profit housing co-operative that is in good standing under the *Co-operative Corporations Act*; or (4) an organization that is a registered charity within the meaning of the *Income Tax Act* (Canada) or a non-profit organization exempt from tax under paragraph 149(1)(l) of that Act, and whose land is owned by the organization, all or part of which is to be used as affordable housing.

7. By-law Number 0225-2007, as amended, is further amended by bolding all references to the term "**Non-Profit Housing Provider**" where it appears throughout By-law 0225-2007.

8. By-law Number 0225-2007, as amended, is further amended by adding the following Definition to Section 1.2:

Purpose-Built Rental Housing	means a **building**: (1) containing **dwelling units** where a minimum of 80% of the **dwelling units** are owned by a single owner and available for rent; and (2) which is not organized as a life lease project where the right to occupy the **dwelling units** is based on a life lease interest.

9. By-law Number 0225-2007, as amended, is further amended by adding Subsection 2.1.34 to Section 2.1 as follows:

2.1.34 Inclusionary Zoning

The following regulations shall apply to lands located in the Inclusionary Zoning Overlay boundaries identified as "IZ-1," "IZ-2," "IZ-3A," "IZ-3B," and "IZ-4" on Schedule B of Part 13 of this By-law.

2.1.34.1 Section 2.134 of this By-law does not apply to:

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(1) development or redevelopment of less than 50 units and less than 3,600 m^2 of **gross floor area - inclusionary zoning**;
(2) **retirement buildings**, **staff/student residents**, **long-term care buildings**, **hospices**, **group homes**;
(3) Region of Peel or Peel Housing Corporation projects;
(4) a building which will be owned and operated by a **non-profit housing provider** where the **non-profit housing provider** has 100 percent interest;
(5) development as approved pursuant to the following:
    (5.1) up to 8,050 units approved through OZ 19-003 W1 for lands located at 800 & 985 Hydro Road & 1082 Lakeshore Road East;
    (5.2) up to 122 units approved through OZ 19-018 W10 and 21T-M19006 for lands located at 5150 Ninth Line;
    (5.3) up to 1,365 units approved through OZ 20-015 W7 for lands located at 24-64 Elm Drive West & 3528-3563 Hurontario Street;
    (5.4) up to 2,995 units OZ/OPA 17-012 W1 and T-M17004 for lands located at 70 Mississauga Road South & 181 Lakeshore Road West;
    (5.5) up to 2,500 units approved through OZ 18-016 W5 for lands located at 91 Eglinton Avenue East & 5055 Hurontario Street
    (5.6) up to 1,869 units approved through OZ 18-011 W5 for lands located at 0 & 5044 Hurontario Street;
    (5.7) up to 361 units approved through OZ 19-008 W1 and SP 20-51 W1 for lands located at 78 Park Street East & 22 Ann Street;
    (5.8) lands located at 1 Fairview Street East, where maximum building height permissions were approved through OZ 20-001 W4;
    (5.9) lands located at 4116 & 4128 Parkside Village Drive, where maximum building height permissions were approved through Committee of Adjustment file “A” 124/22 for; and
    (5.10) up to 1,265 units approved through OZ 20-020 for lands located at 5081 Hurontario Street.
(6) development or redevelopment where the following application types are filed on or before the later of January 1, 2023 or the date the applicable protected Major Transit Station Area identified in the Region of Peel Official Plan is approved by the Minister of Municipal Affairs and Housing:
    (6.1) a complete application for a site plan or building permit;
    (6.2) a complete application for a rezoning, provided that a subsequent complete application for a site plan is filed within two years of the date the rezoning application was deemed complete; or
    (6.3) an application for a lifting of a holding "H" symbol, provided that a subsequent complete application for a site plan is filed within two years of the date the lifting of a holding "H" symbol application was submitted;
(7) exemptions in accordance with the *Planning Act* and associated regulations.

2.1.34.1.1 Notwithstanding Article 2.1.34.1(1), in no case will the Inclusionary Zoning requirements of this By-law apply to developments of less than 10 residential units.

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2.1.34.1.2 Notwithstanding Article 2.1.34.1(5), Inclusionary Zoning requirements of this By-law apply to the lands described in Article 2.1.34.1(5) if additional development permissions are applied for.

2.1.34.2 The Inclusionary Zoning requirements of this By-law do not apply to a legally **existing building** established prior to January 1, 2023 except where any addition or extension to, or change of **use** within, a legally **existing building** results in 50 or more new **dwelling units** or 3,600 m^2 or more of new **gross floor area - inclusionary zoning**.

2.1.34.3 The minimum required percentage of **gross floor area - inclusionary zoning** to be provided as affordable housing is identified in Table 2.1.34.4.

2.1.34.3.1 Notwithstanding Article 2.1.34.3 of this By-law, rental replacement units secured under Rental Housing Protection By-law 0121-2018 are not counted towards the minimum required **gross floor area – inclusionary zoning** to be set aside as affordable housing outlined in Table 2.1.24.4 of this By-law.

2.1.34.3.2 Notwithstanding Article 2.1.34.3, the minimum required percentage of **gross floor area – inclusionary zoning** to be affordable housing is not applicable to **purpose-built rental housing.**

2.1.34.4 **Affordable ownership housing units** or **affordable rental housing units** required in Article 2.1.34.3 of this By-law shall be maintained at affordable rents or prices commencing upon execution of an agreement referred to in Article 2.1.34.7 for a minimum period of:

(1) 25 years calculated from the date of first occupancy of an **affordable rental housing unit**.

(2) 50 years calculated from the later of the date of first occupancy or first closing of an **affordable ownership housing unit**.

2.1.34.5 The permitted resale price for **affordable ownership housing units** and annual increases to the rates for existing **affordable rental housing units** required in Article 2.1.34.4 of this By-law shall be as determined on an annual basis by the City, in coordination with the Region, and in accordance with Inclusionary Zoning Implementation Guidelines.

2.1.34.6 On a **lot** which is subject to the requirements of Articles 2.1.34.3 and 2.1.34.4(2) of this By-law, the City shall receive a portion of the net proceeds from the sale of an **affordable ownership housing unit** as follows:

(1) The City will receive no more than 20% of the net proceeds of the sale of an affordable ownership housing unit sold during the 50 year affordability period, equivalent to no more than 2% of the sale price, for administration fees, where net proceeds are the difference between the purchase price and the resale price of the affordable ownership unit; and

(2) The City will receive 50% of the net proceeds of the first sale of an affordable ownership housing unit at market price after the 50 year affordability period, to be reinvested in affordable housing, where net proceeds are the difference between the purchase price and the resale price of the affordable ownership unit, less any legal, administration or real estate commission fees.

2.1.34.7 For development or re-development of lands subject to the regulations of Articles 2.1.34.3 and 2.1.34.4 of this By-law, the owner of such lands shall enter into one or more legal agreements with the City, to be registered on title to the

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lands, securing the Inclusionary Zoning requirements outlined in Section 2.1.34 of this By-law and the following, to the satisfaction of the City Solicitor and the Commissioner of Planning and Building:

(a) requirements ensuring occupants of **affordable ownership housing units** and **affordable rental housing units** have the same building and amenity access as occupants of market units;
(b) requirements for eligibility to purchase an **affordable ownership housing units** or to rent an **affordable rental housing units**;
(c) requirements for ongoing administration, reporting and monitoring of **affordable ownership housing units** and **affordable rental housing units**.

2.1.34.8.1 Subject to Article 2.1.34.2, where **purpose-built rental housing** ceases to meet the definition of **purpose-built rental housing**, the requirements of Section 2.1.34 will then apply to the building.

2.1.34.8.2 Notwithstanding Article 2.1.34.3.2, the owner of lands proposing **purpose-built rental housing** in a condominium registered under section 2 of the *Condominium Act, 1998*, or a predecessor of that section, shall enter into one or more legal agreements with the City, to be registered on title to the lands, securing Inclusionary Zoning requirements outlined in Section 2.1.34 of this By-law, including 2.1.34.7, that would be applicable if the **purpose-built rental housing** ceases to meet the definition of **purpose-built rental housing**.

Table 2.1.34.4 - Minimum Required Percentage of Gross Floor Area - Inclusionary Zoning to be Provided as Affordable Housing

Column A		B	C	D	E
Line 1.0	**IZ AREA**	**Type of Affordable Housing Provided**	**Applicable January 1, 2023 to December 31, 2023**	**Applicable January 1, 2024 to December 31, 2024**	**Applicable as of January 1, 2025**
2.0	IZ-1	**Affordable ownership housing units** for **moderate-income households**	4%	7%	10%
3.0	IZ-1	**Affordable rental housing units** for **moderate-income households**	2%	3.5%	5%
4.0	IZ-2	**Affordable ownership housing units** for **moderate-income households**	3%	5%	7%
5.0	IZ-2	**Affordable rental housing units** for **moderate-income households**	1.5%	2.5%	3.5%
6.0	IZ-3A and IZ-3B	**Affordable ownership housing units** for **moderate-income households**	3%	4%	5%

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7.0	IZ-3A and IZ-3B	**Affordable rental housing units** for **moderate-income households**	1.5%	2%	2.5%
8.0	IZ-4	**Affordable ownership housing units** for **moderate-income households**	10%	10%	10%
9.0	IZ-4	**Affordable rental housing units** for **moderate-income households**	5%	5%	5%

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10. By-law Number 0225-2007, as amended, is further amended by adding the following Article to Subsection 3.1.2.1:

3.1.2.1.1 Notwithstanding the regulations contained in Table 3.1.2.1 of this By-law, the required number of off-street **parking spaces** for **dwelling units** that are **affordable ownership housing units** or **affordable rental housing units** located within the IZ Area boundaries on Schedule B of this By-law shall be subject to a parking rate of:

(1) Precinct 1: 50% of the required number of **parking spaces** for the corresponding residential uses as otherwise required pursuant to this by-law;
(2) Precincts 2, 3 and 4: 70% of the required number of **parking spaces** for the corresponding residential use as otherwise required pursuant to this by-law.

11. Map Numbers 1, 3-8, 10-25, 28, 29, 36W, 37E, 55, 55b, 56, 56a, 56b, 57, 57a, and 59 of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, are amended by adding the Inclusionary Zoning Overlay identified by a grey dash outline and grey hatching as shown on the attached Schedules "A1" to "A35", which are deemed to be an integral part of this By-law.

12. This By-law shall not come into force until Mississauga Official Plan Amendment Number 140 is in full force and effect.

ENACTED and PASSED this _____ day of _____, 2022.

_____

MAYOR

_____

CLERK

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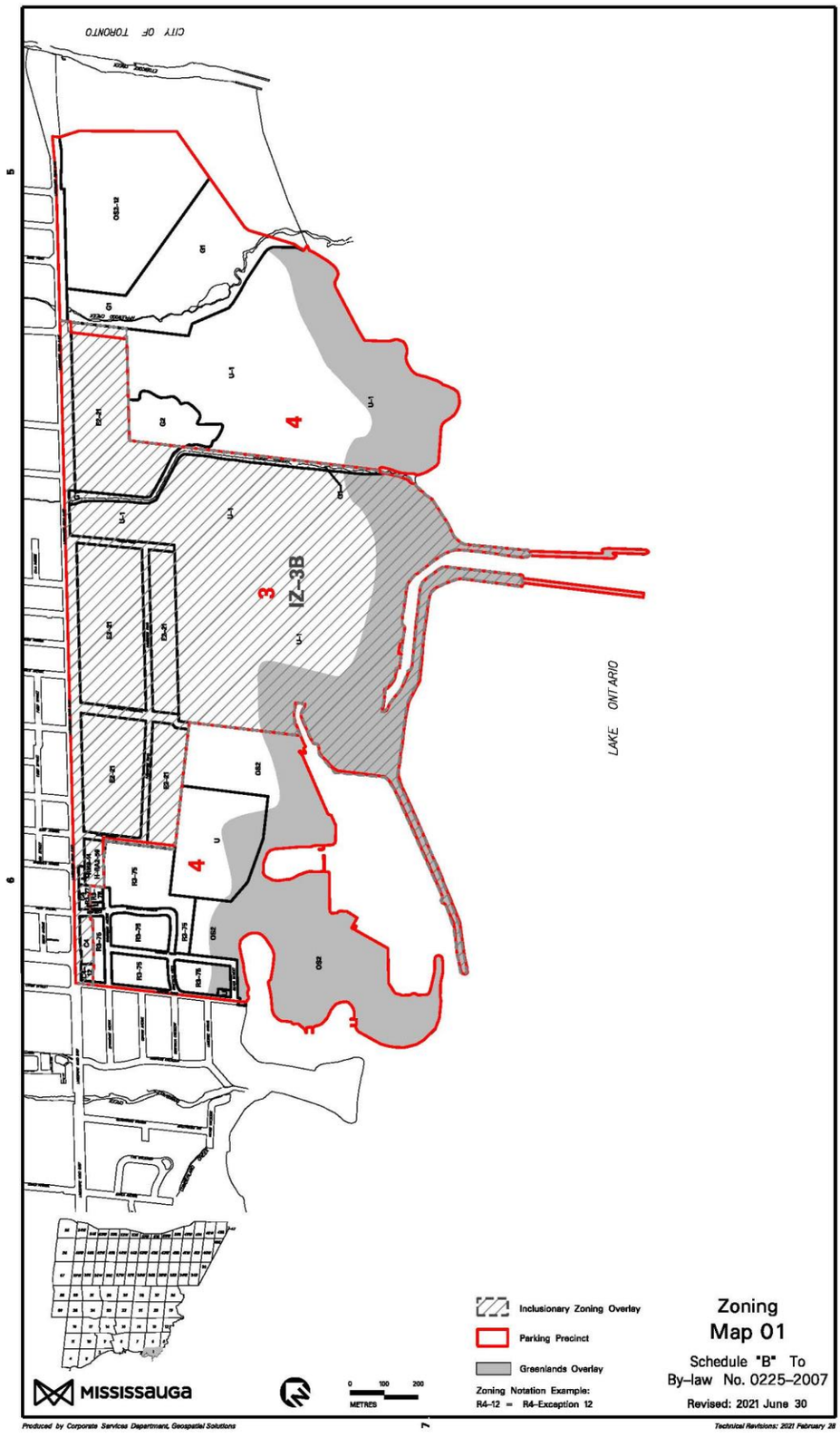
Appendix 2

Draft Schedule “A1”



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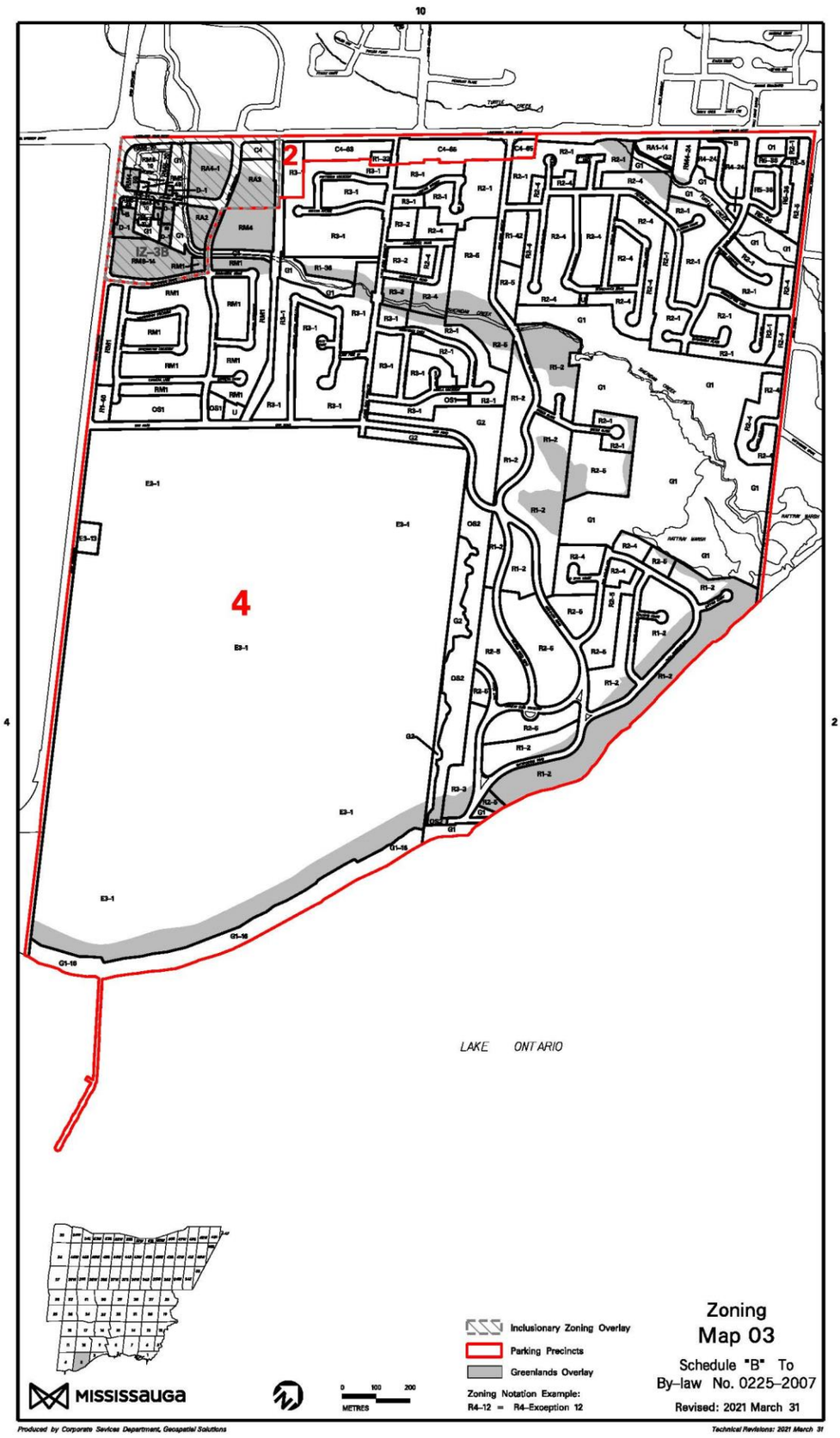

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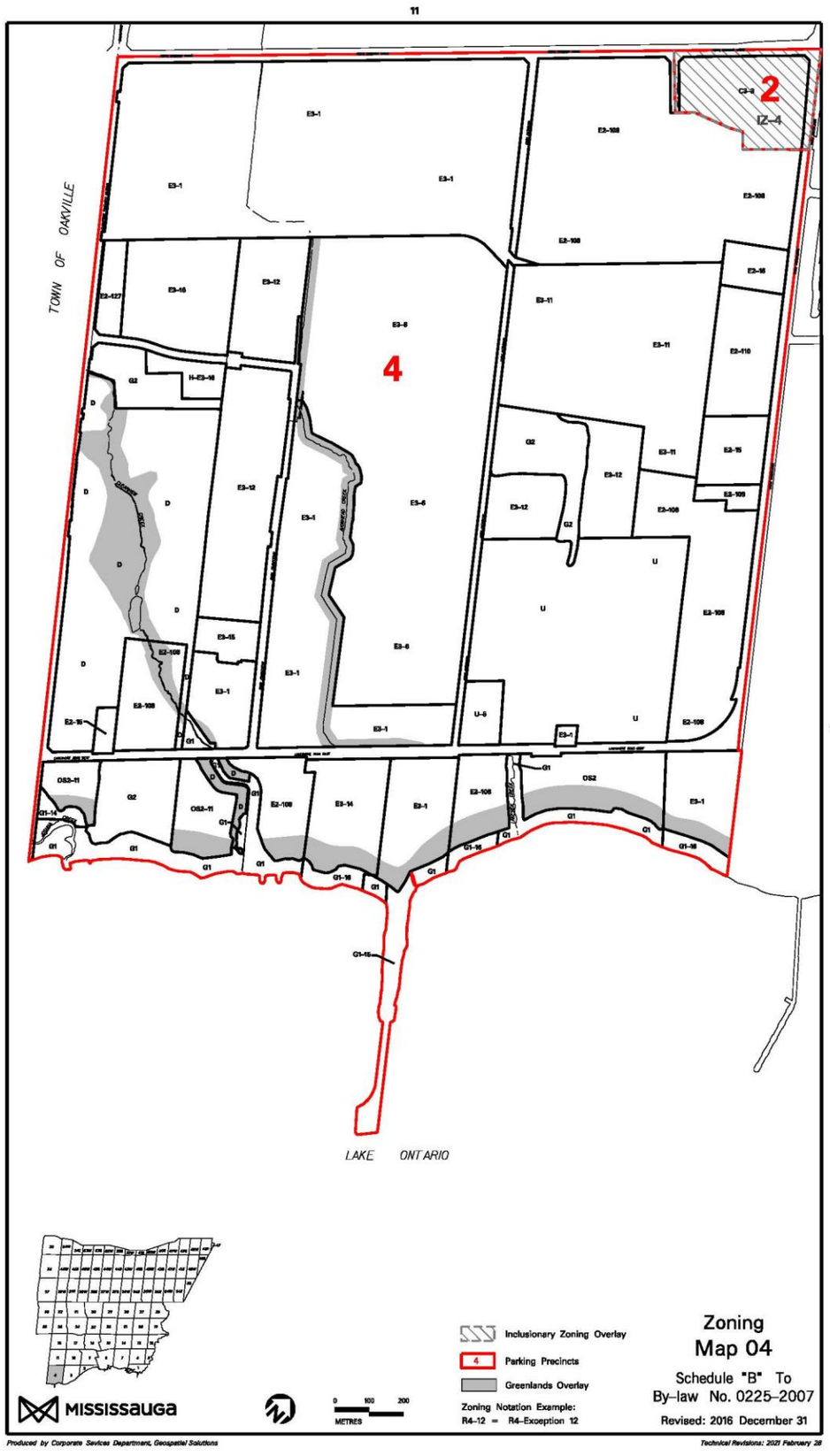

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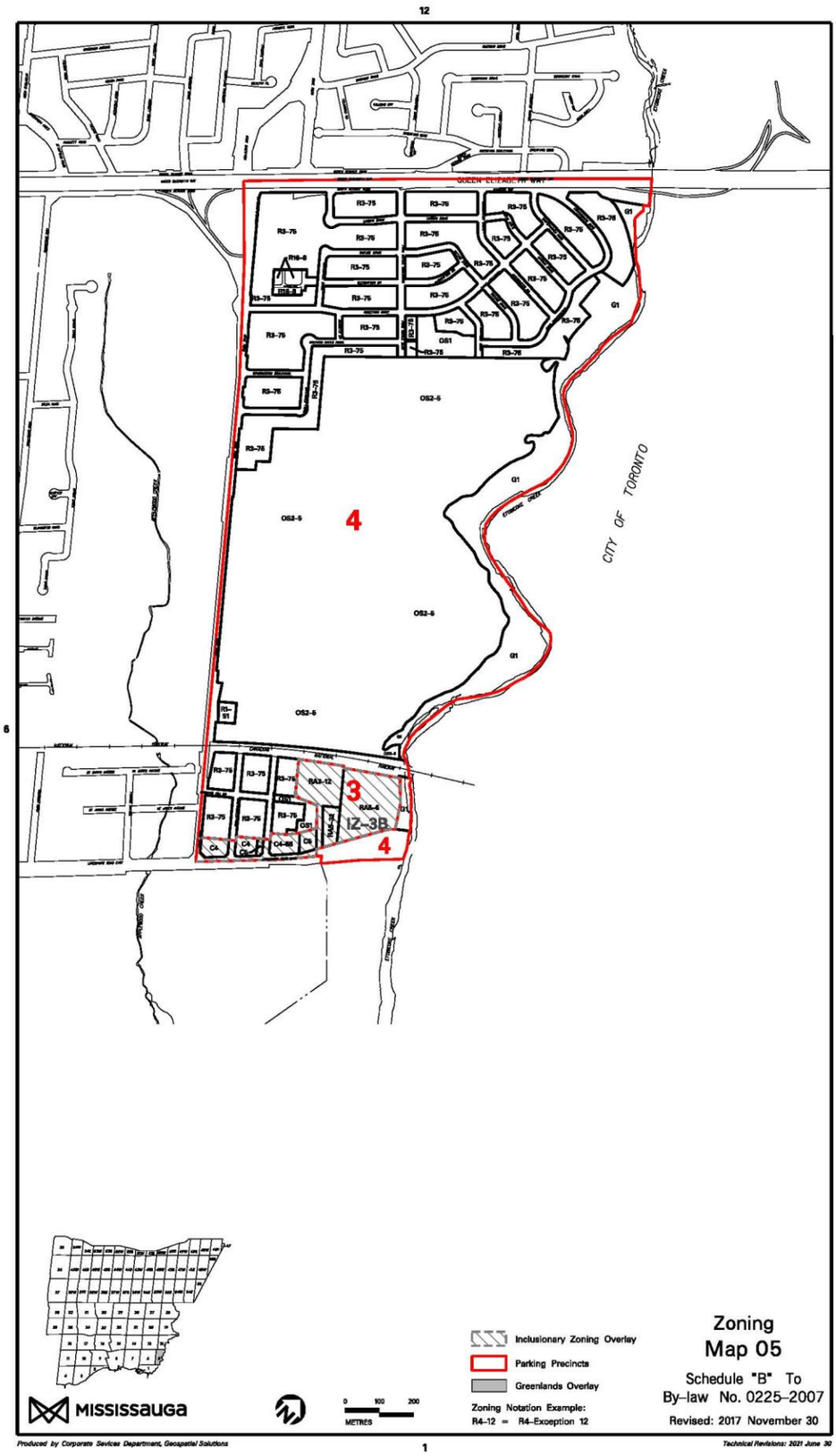

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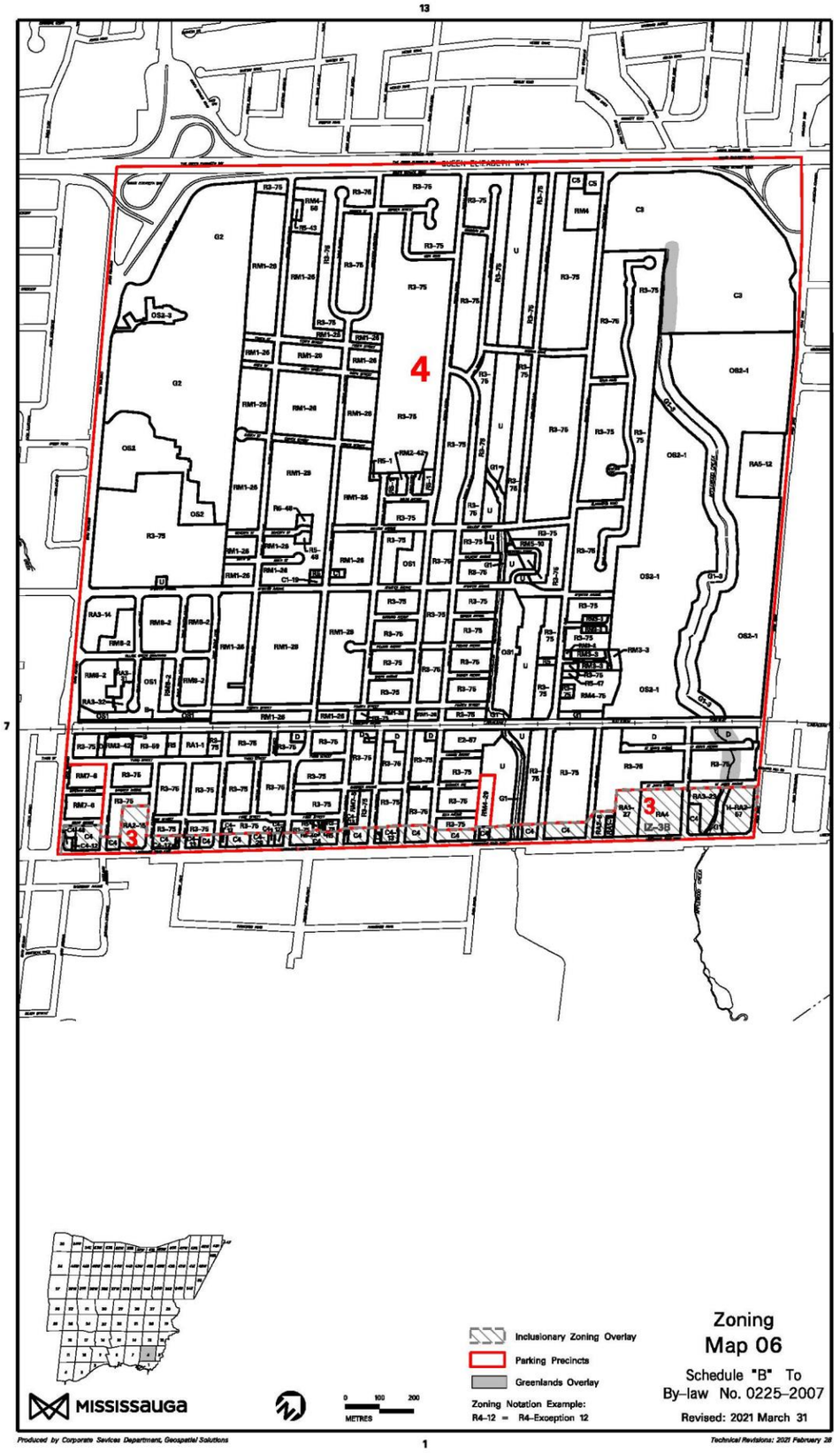

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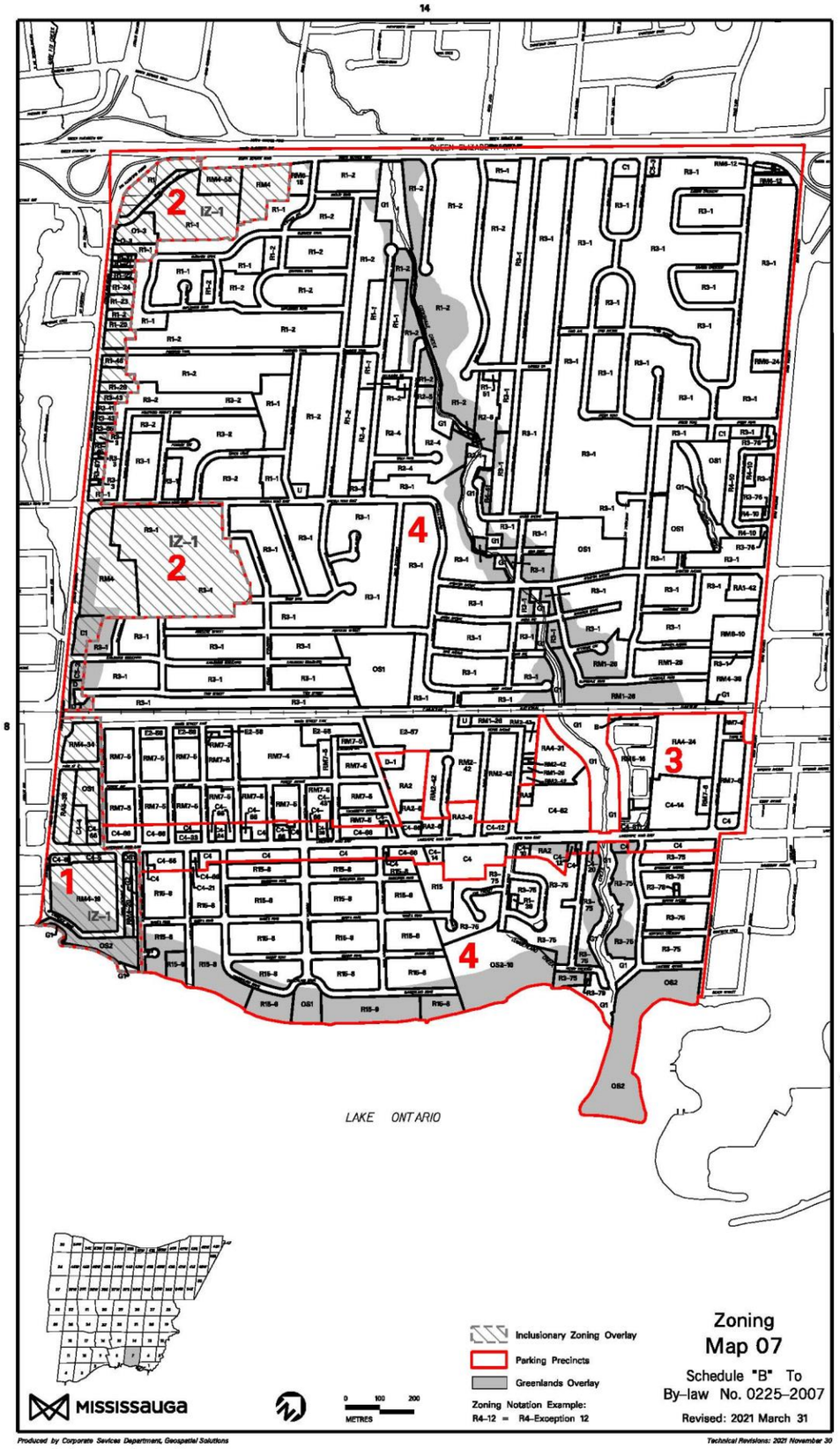

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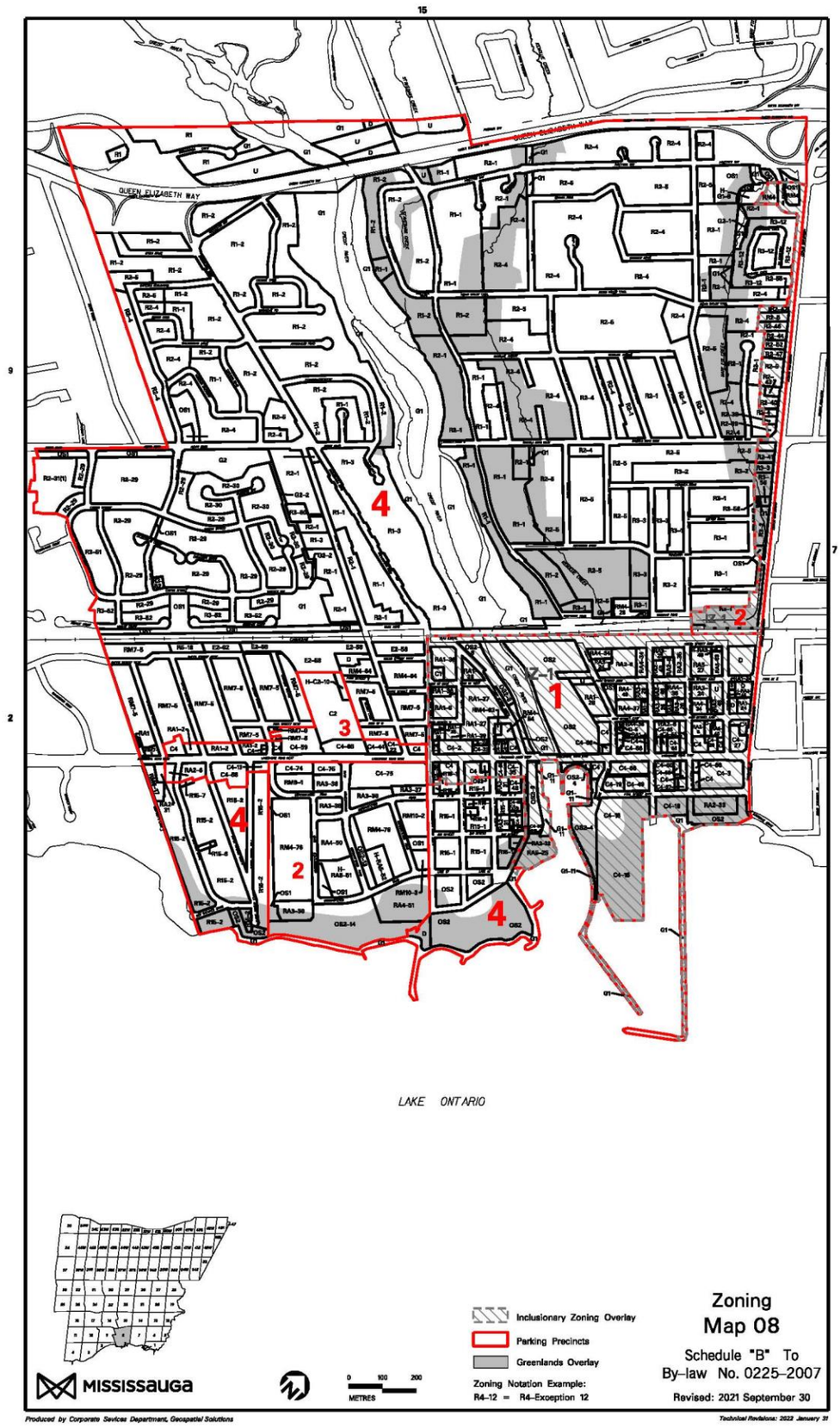

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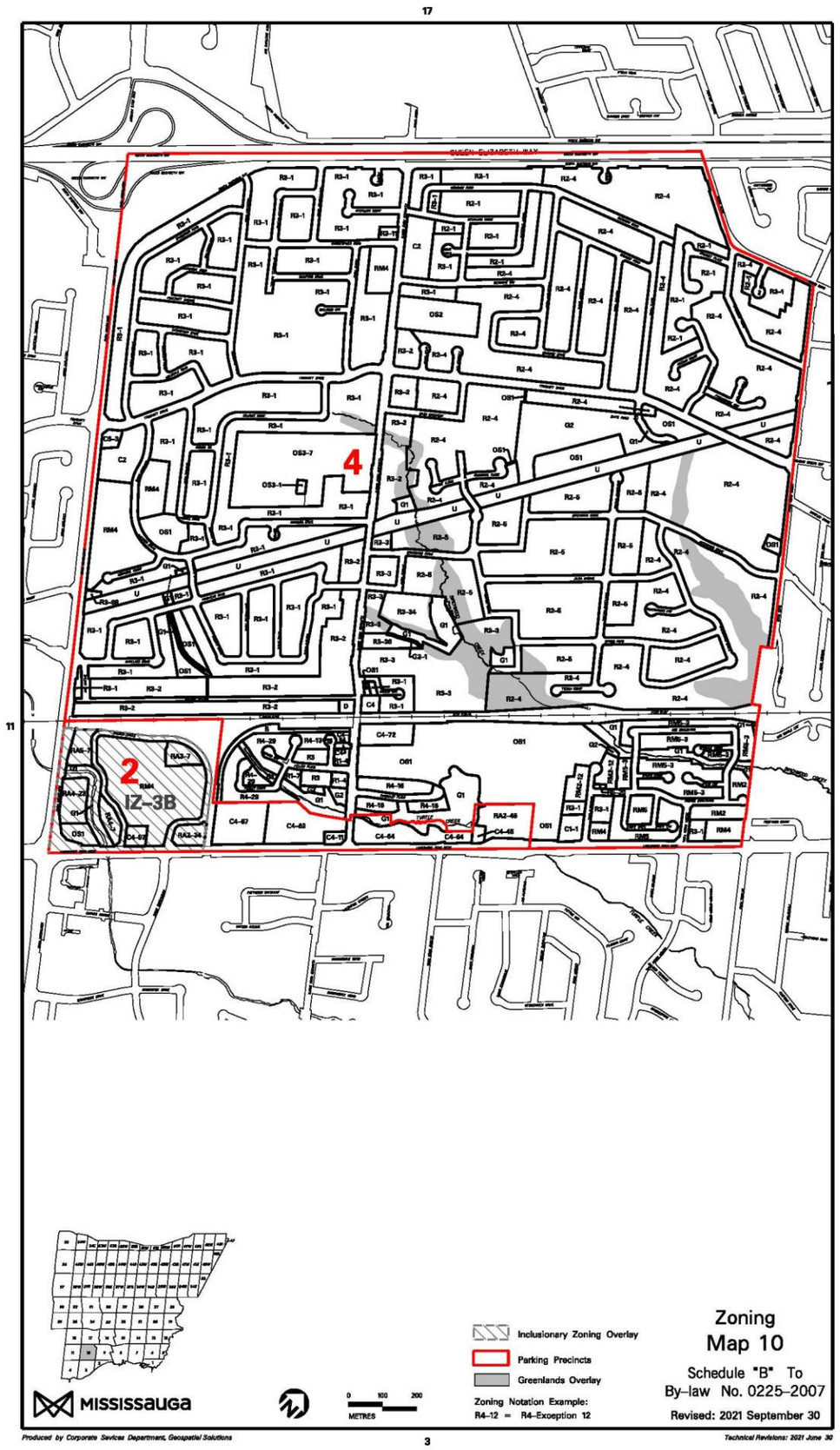

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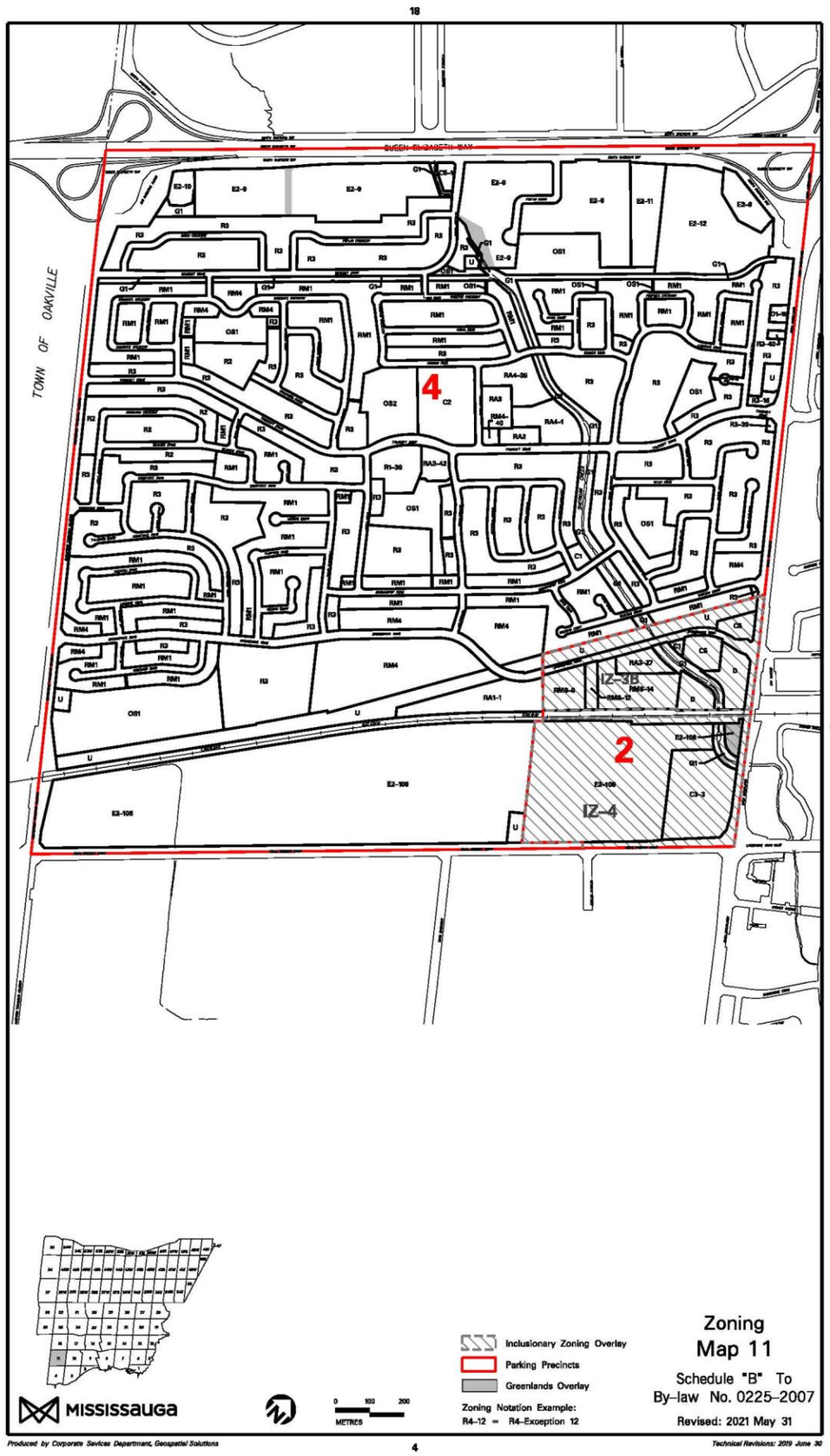

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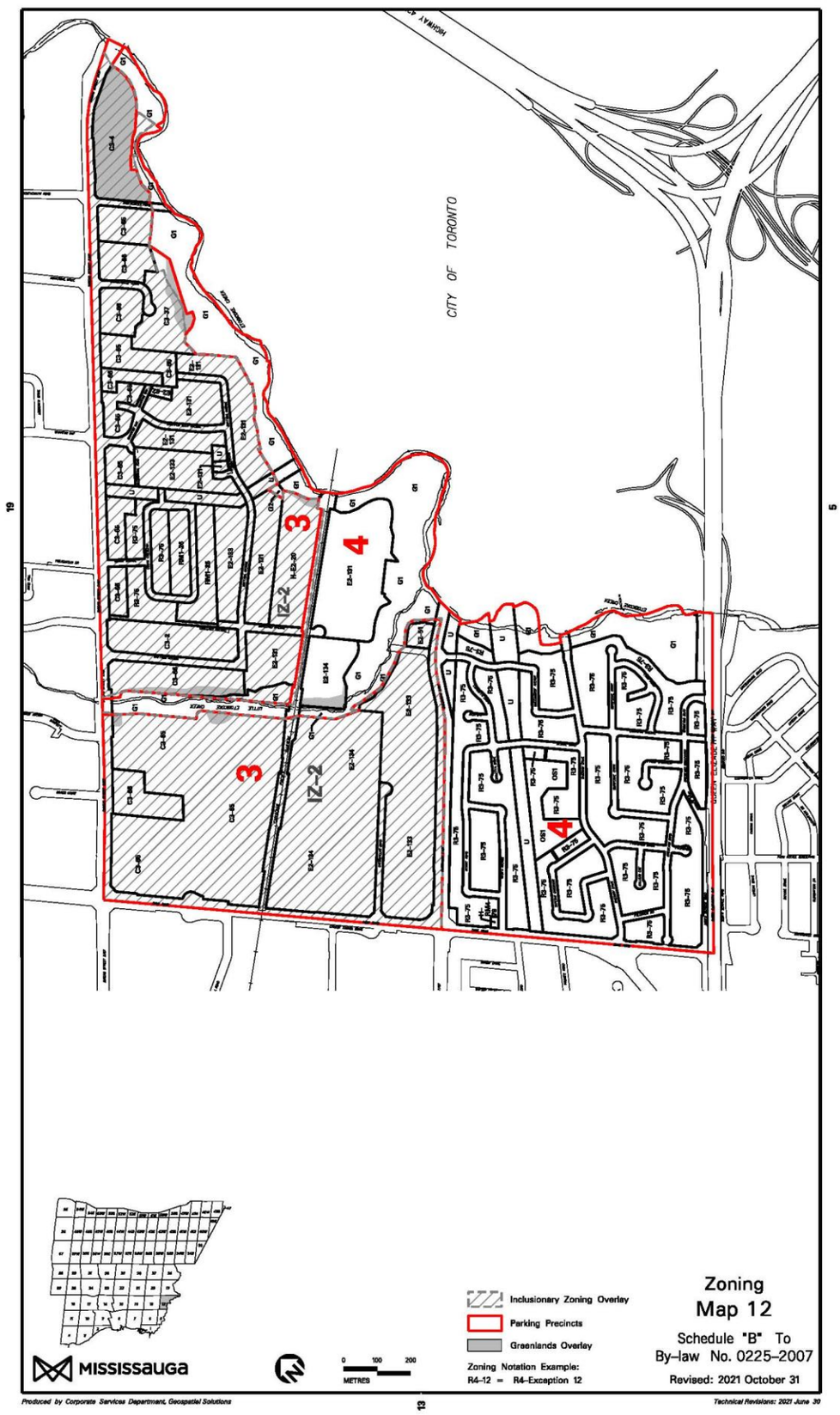

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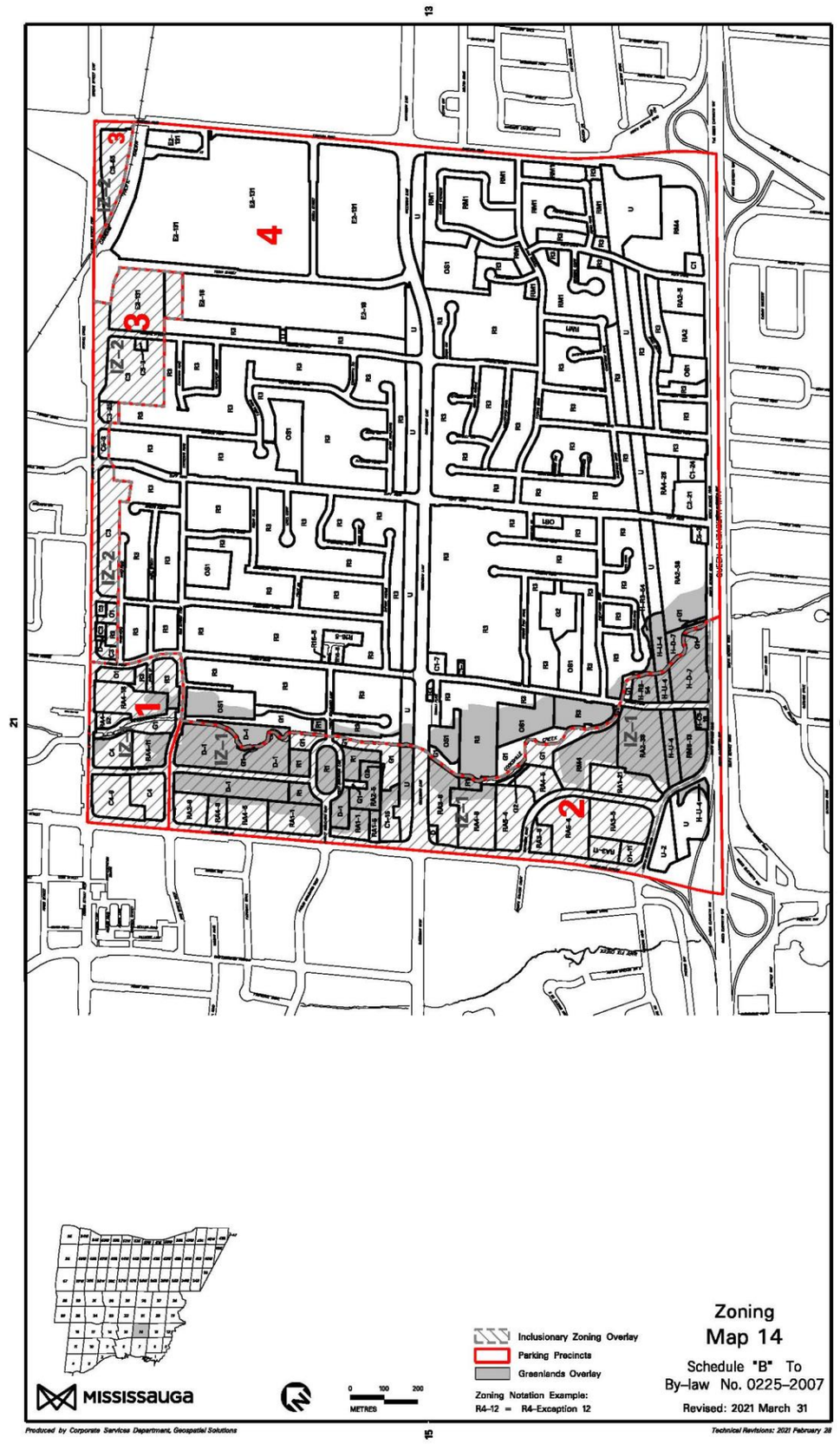
Draft Schedule “A11”



Appendix 2

Draft Schedule “A12”



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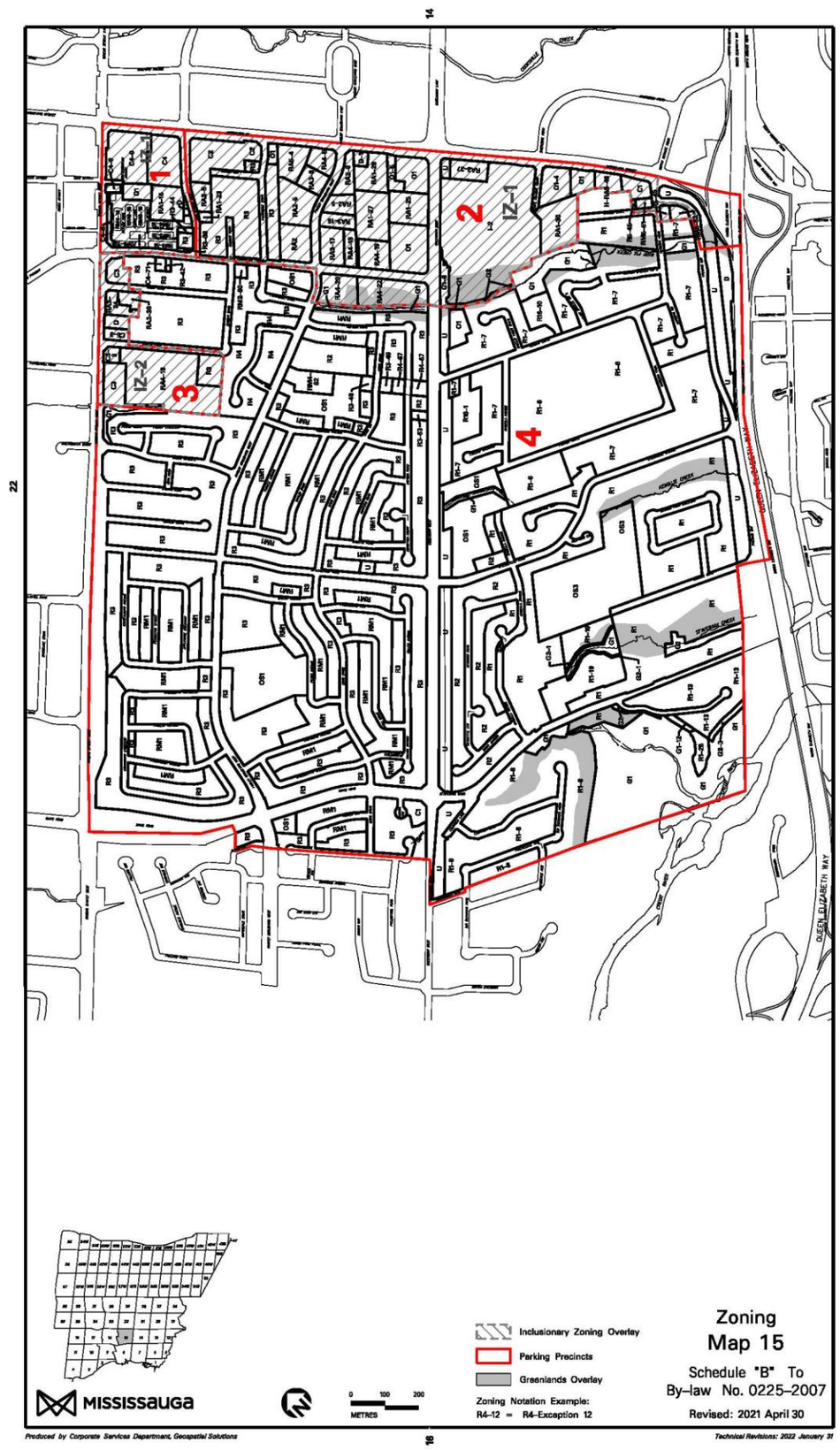

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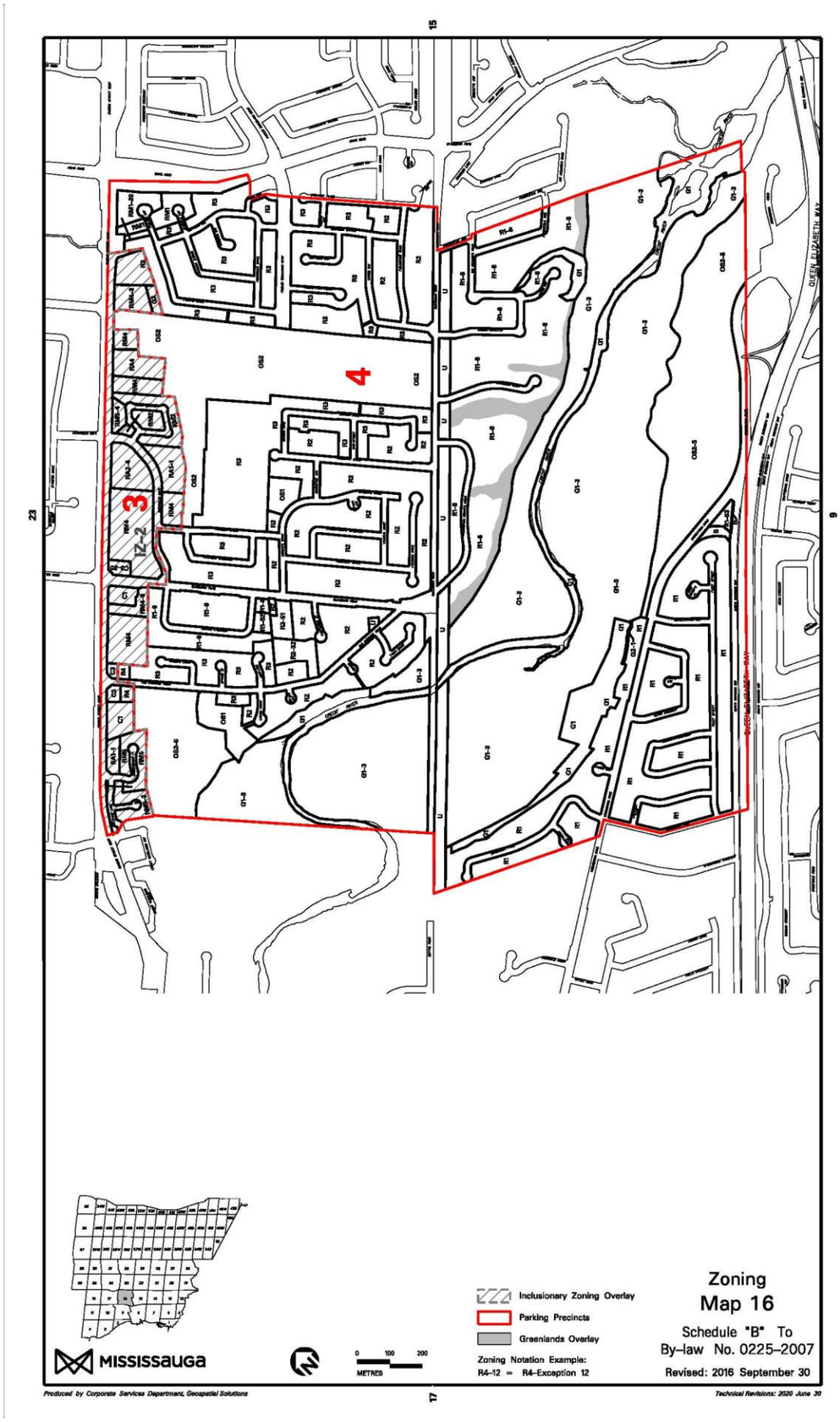

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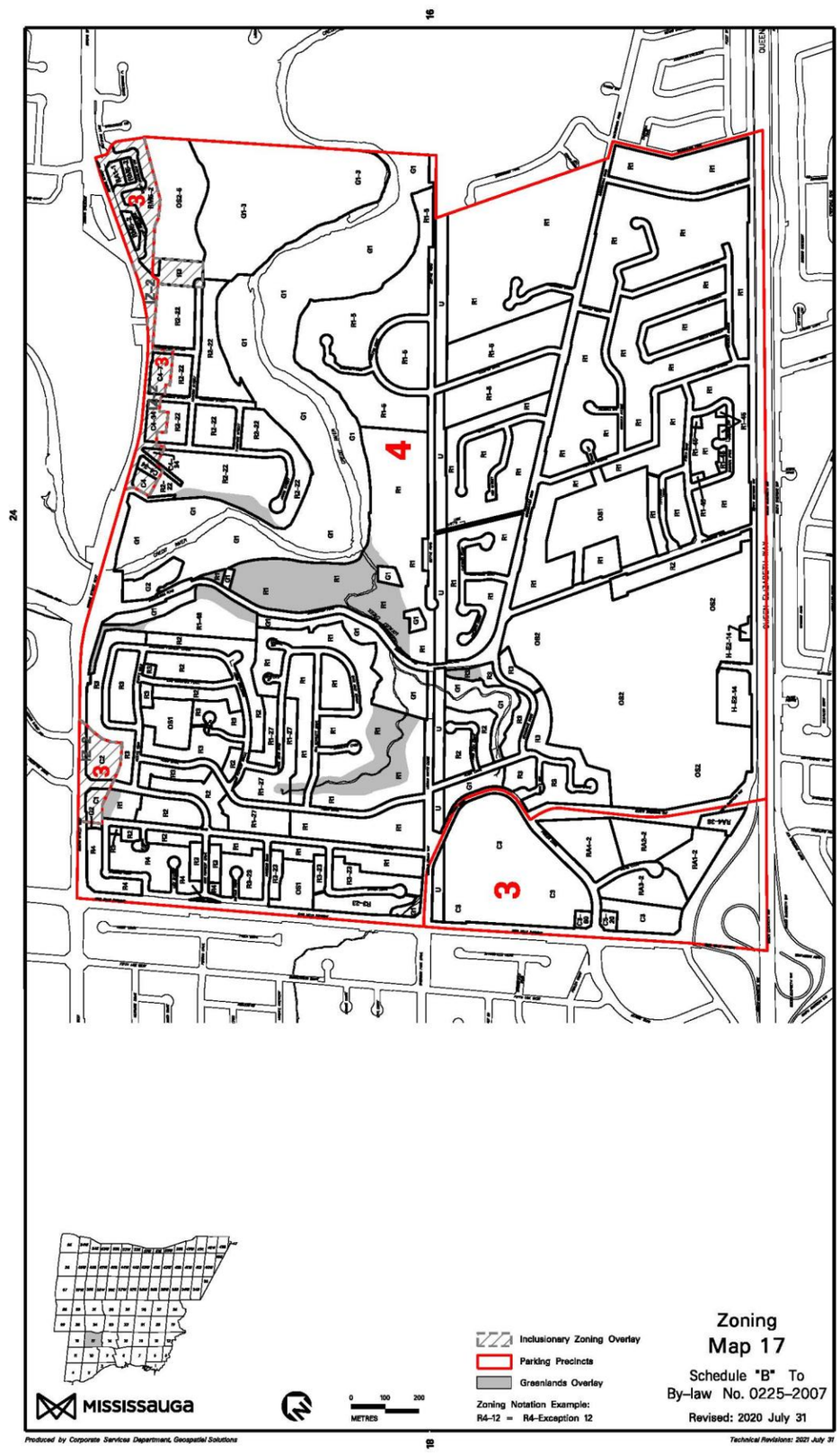

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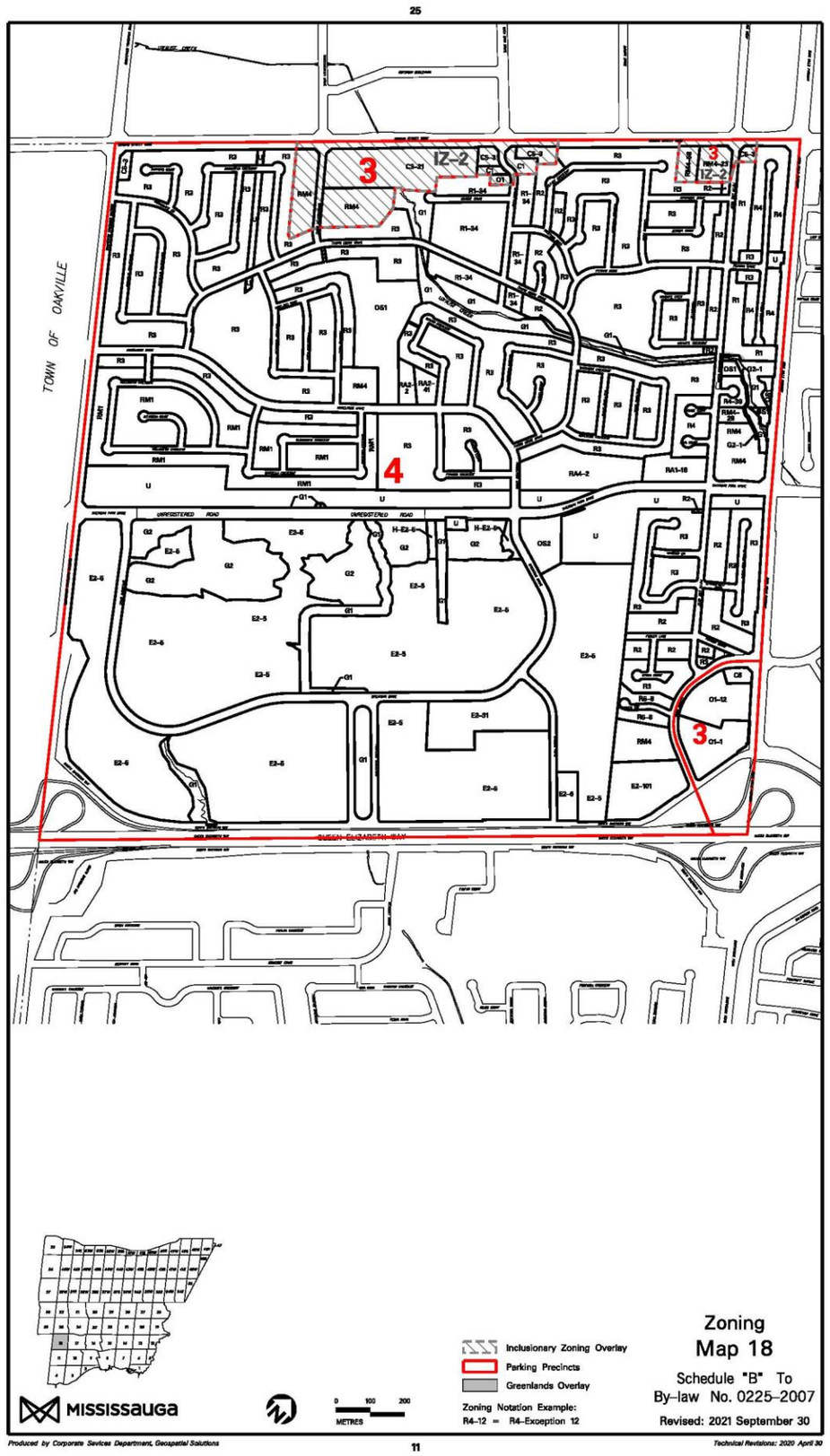

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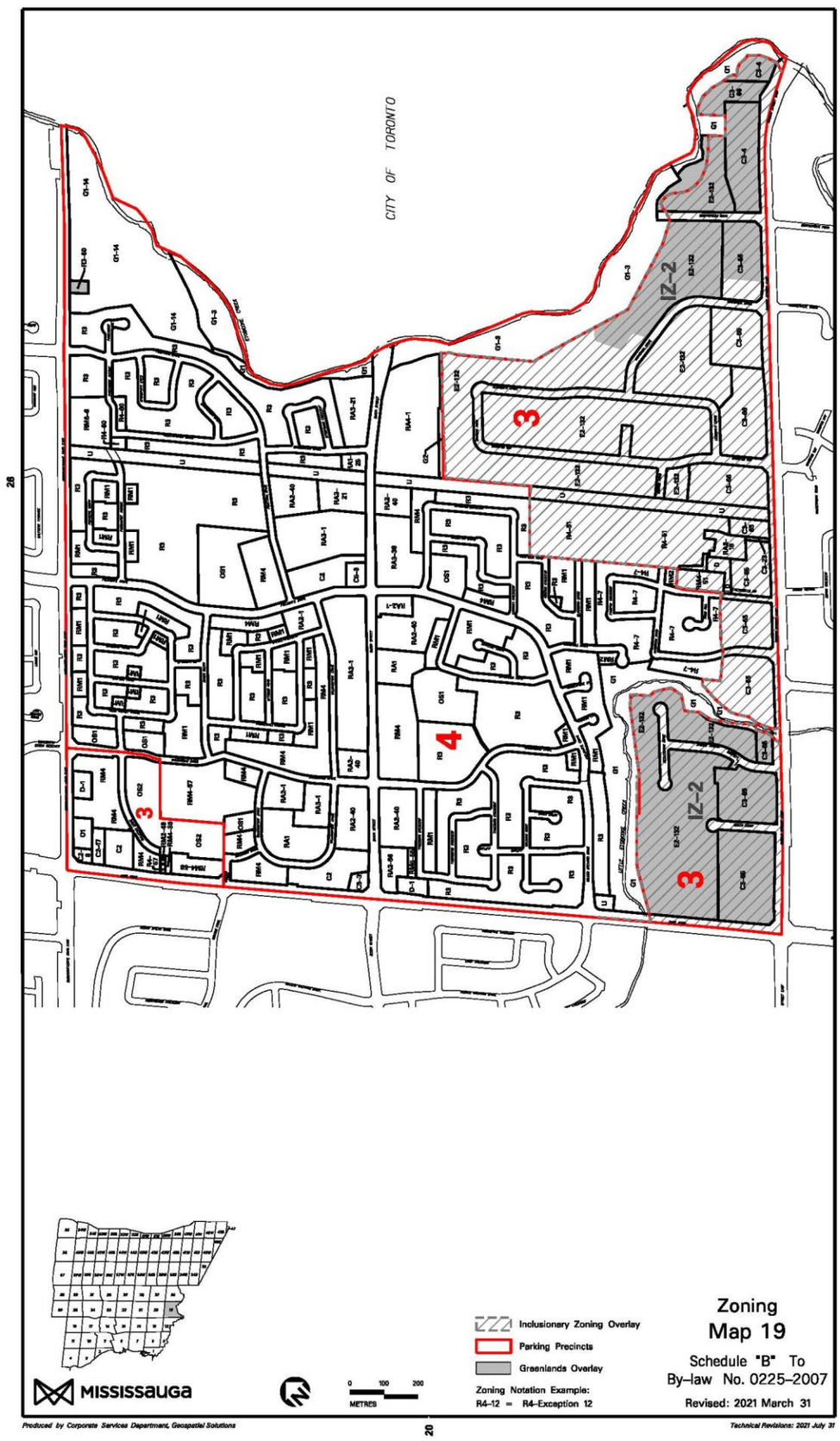

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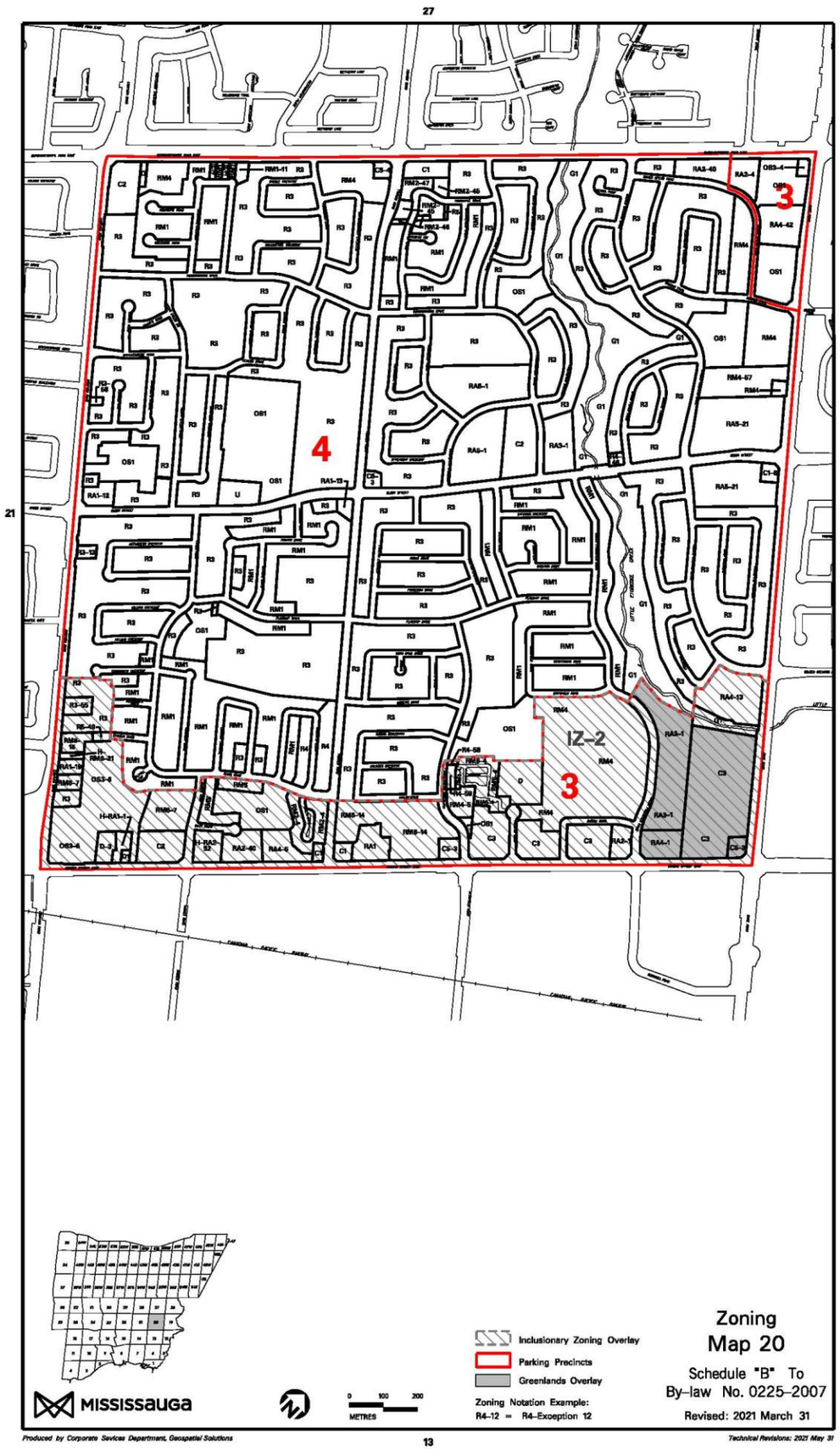

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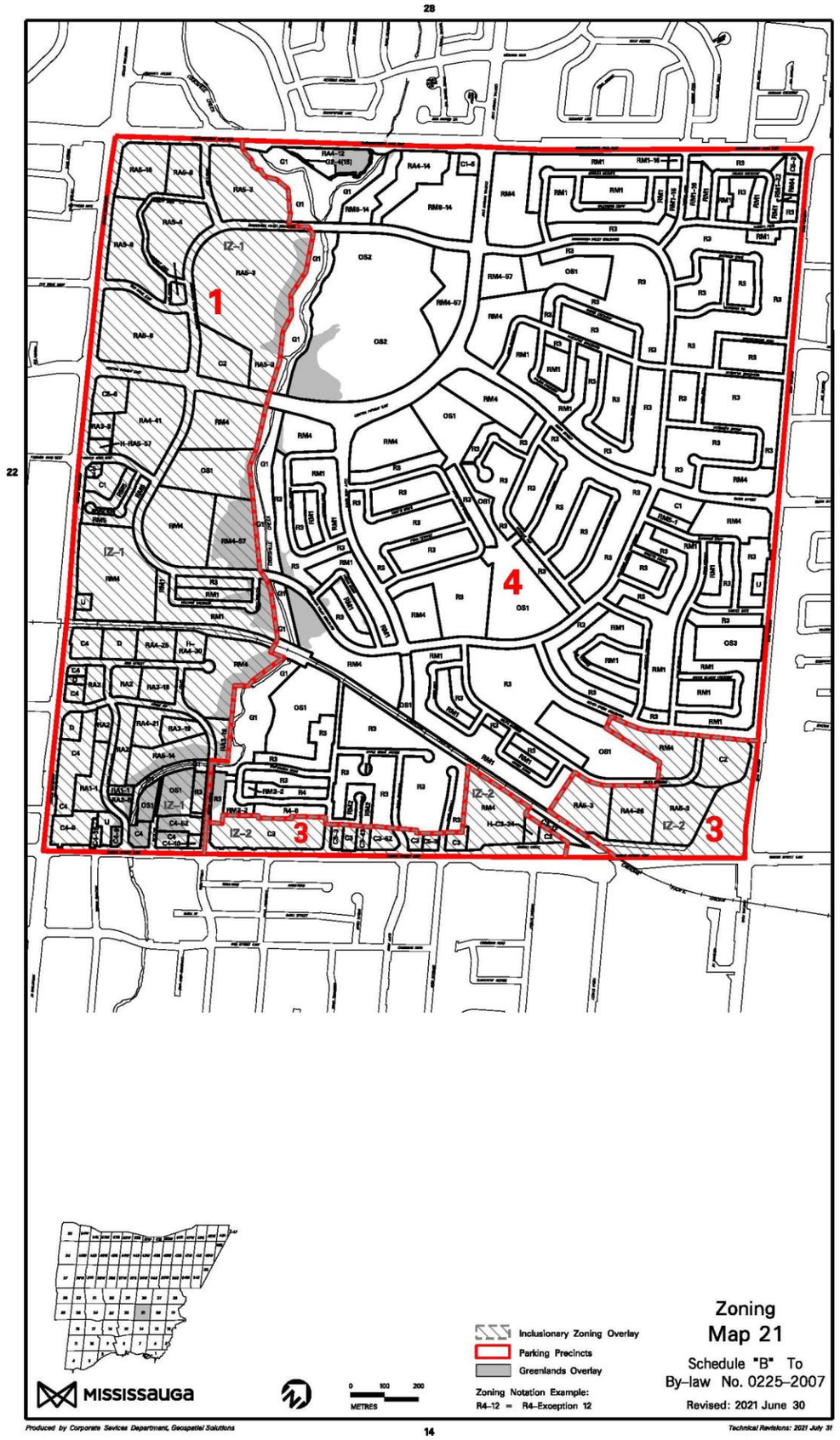

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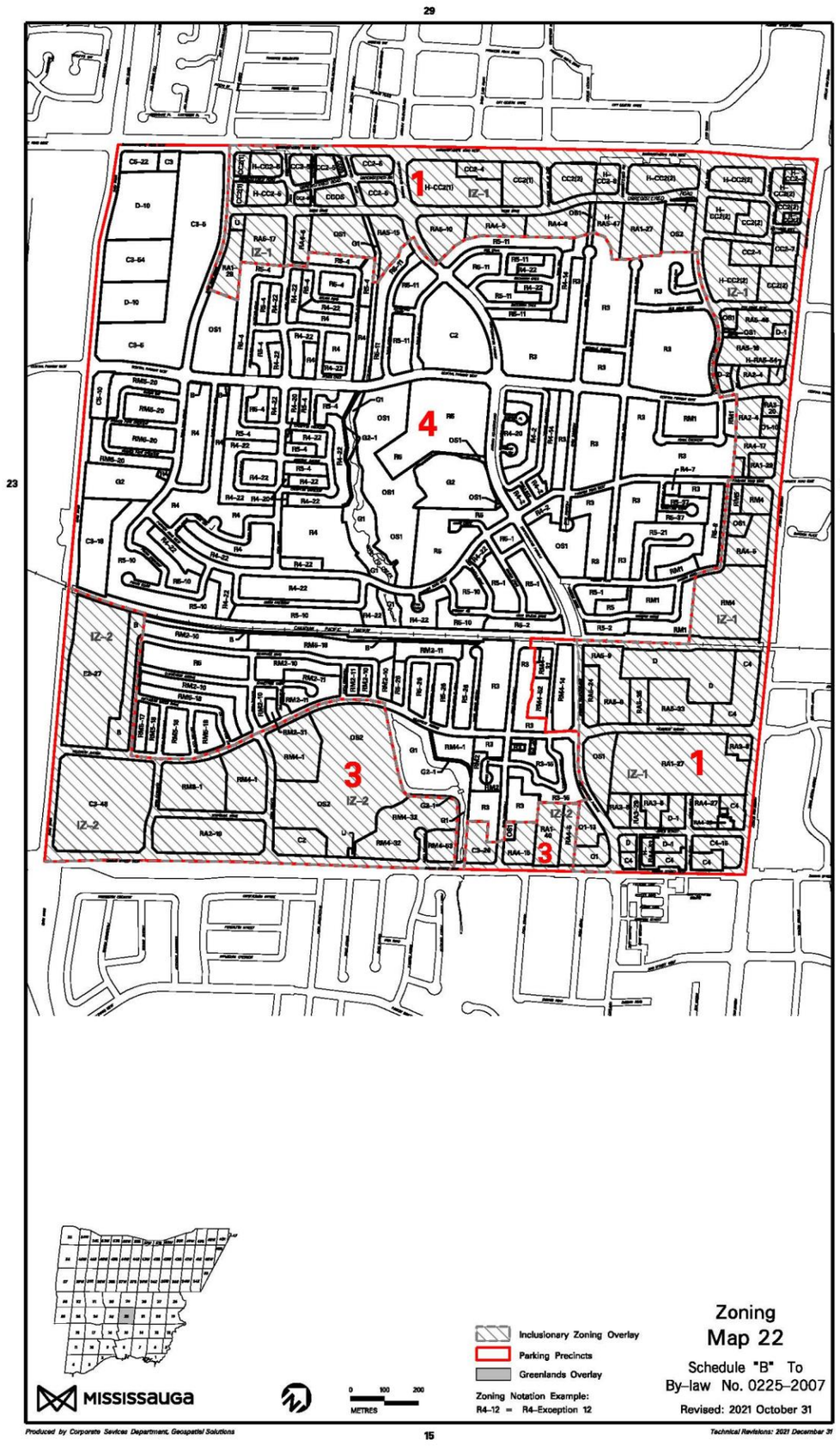

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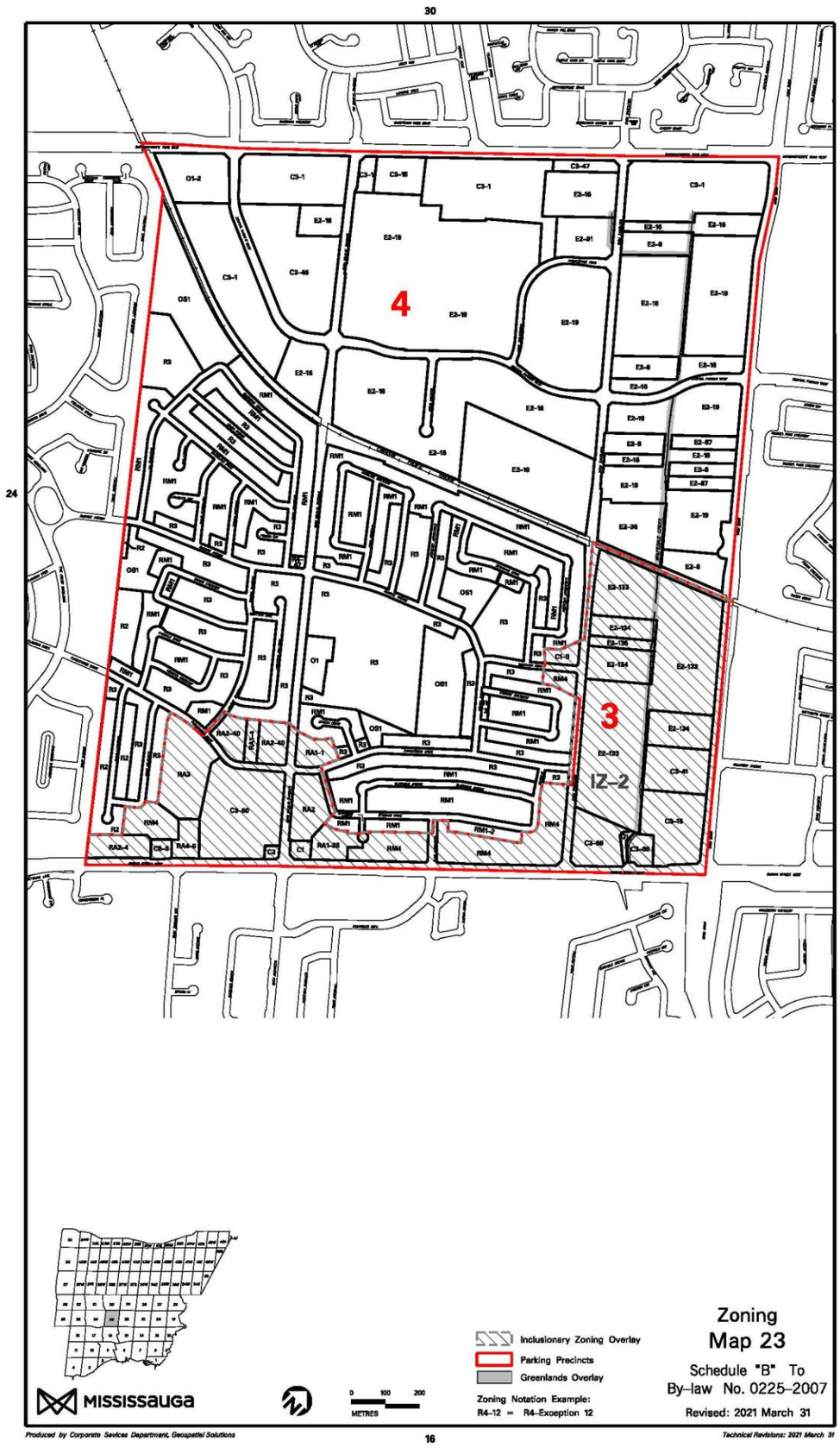

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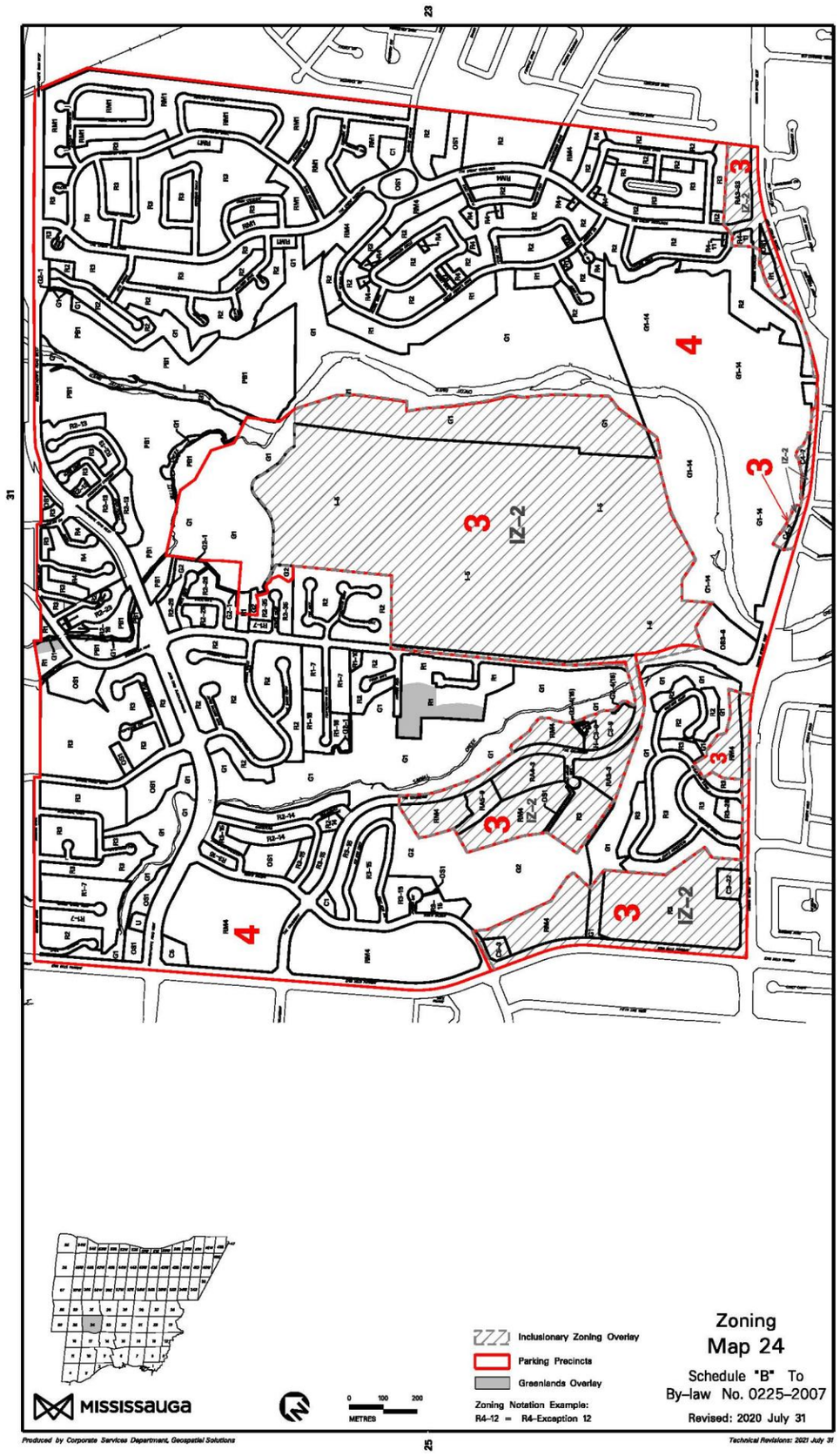

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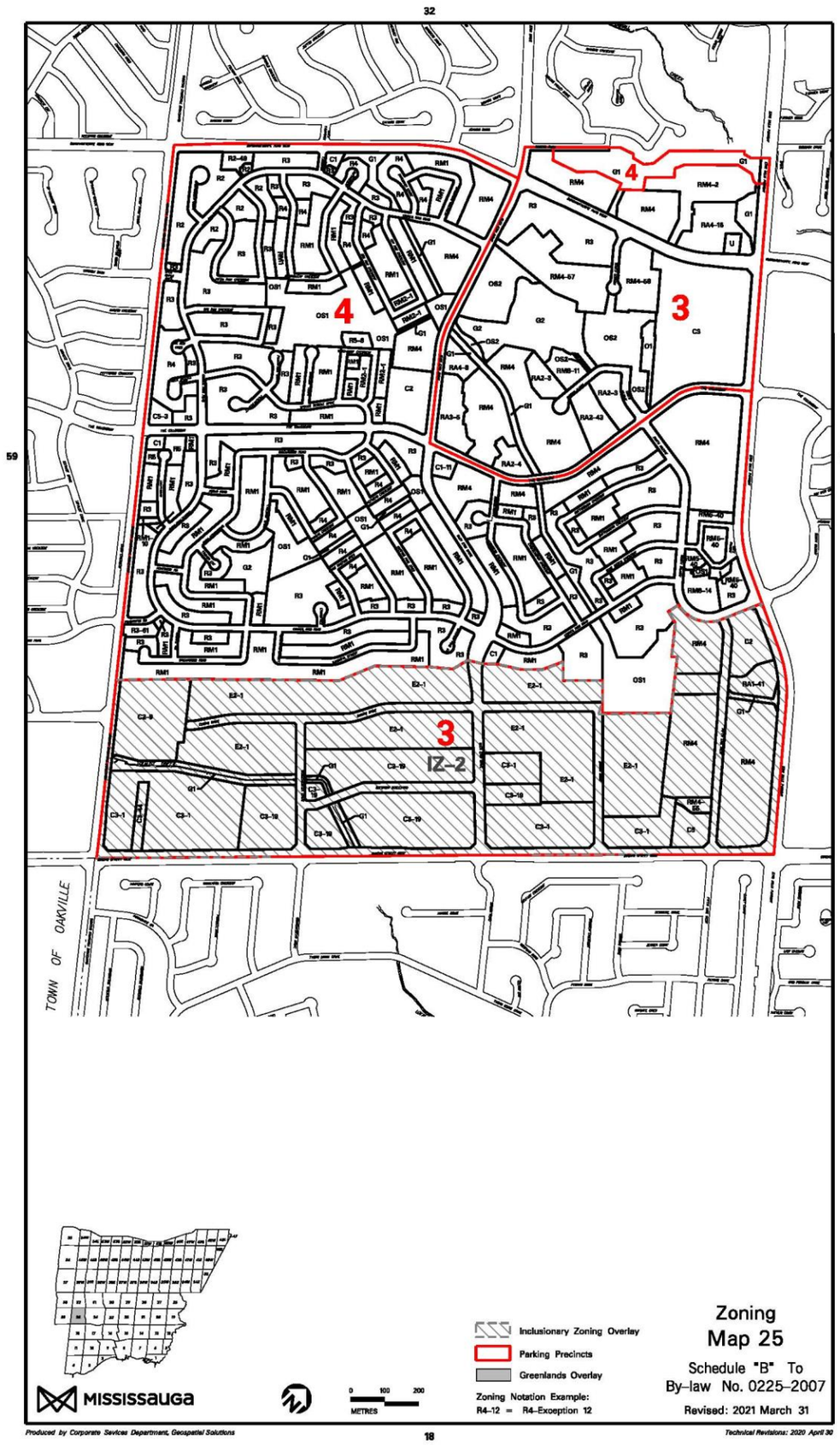

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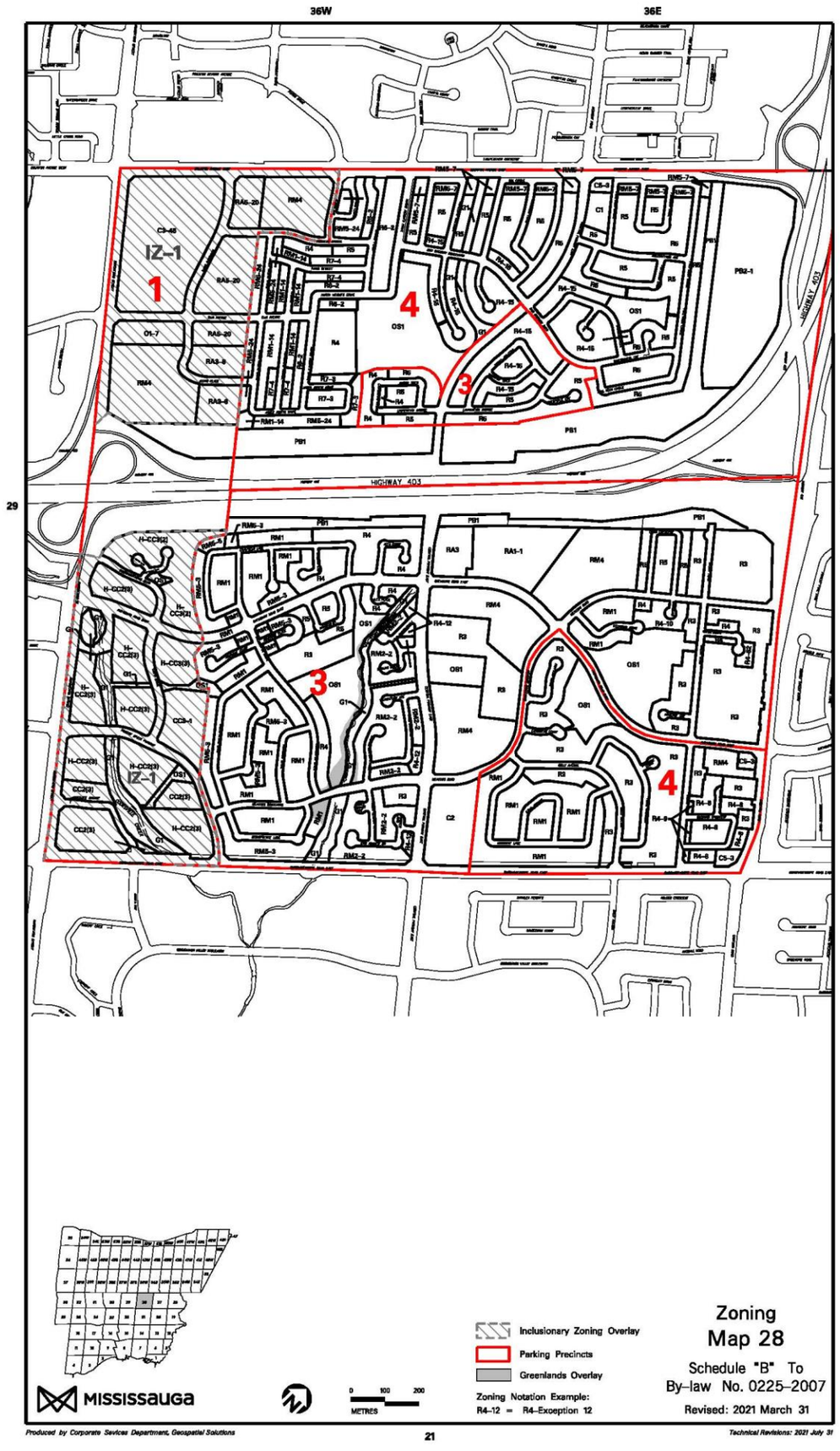

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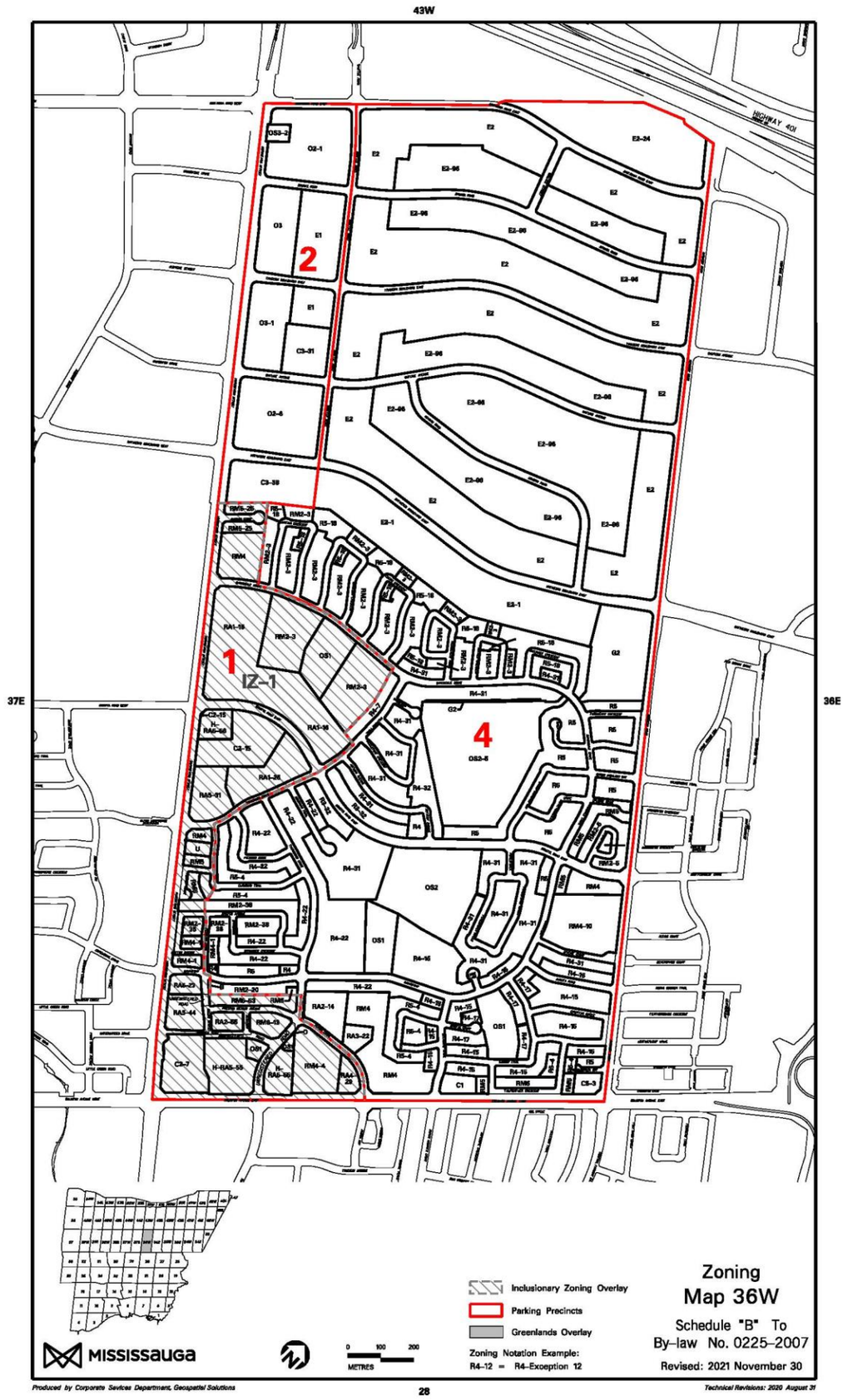
Draft Schedule “A25”



Appendix 2

Draft Schedule “A26”



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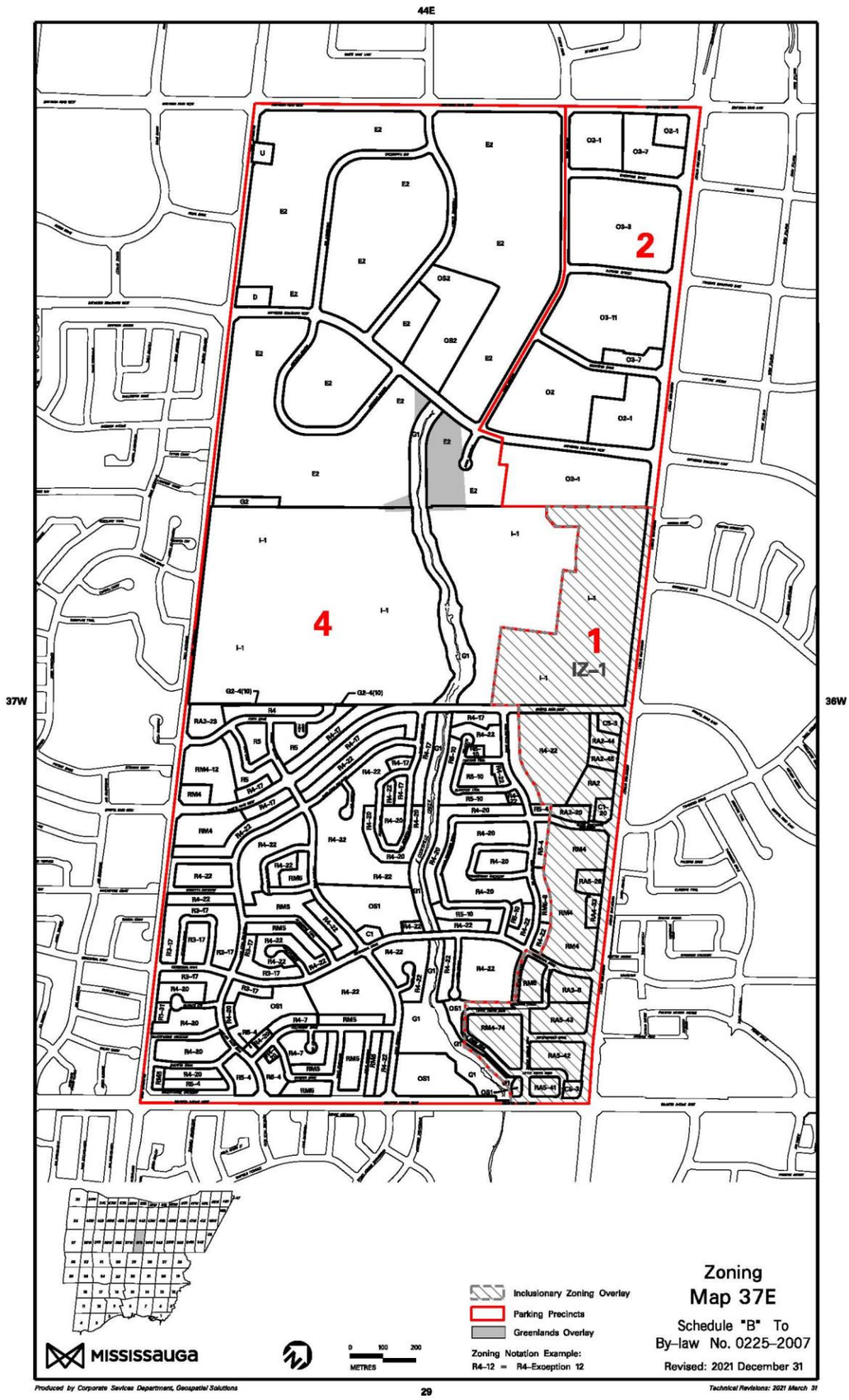


Appendix 2

Draft Schedule “A28”



Appendix 2

Draft Schedule “A29”



Appendix 2

Draft Schedule “A30”



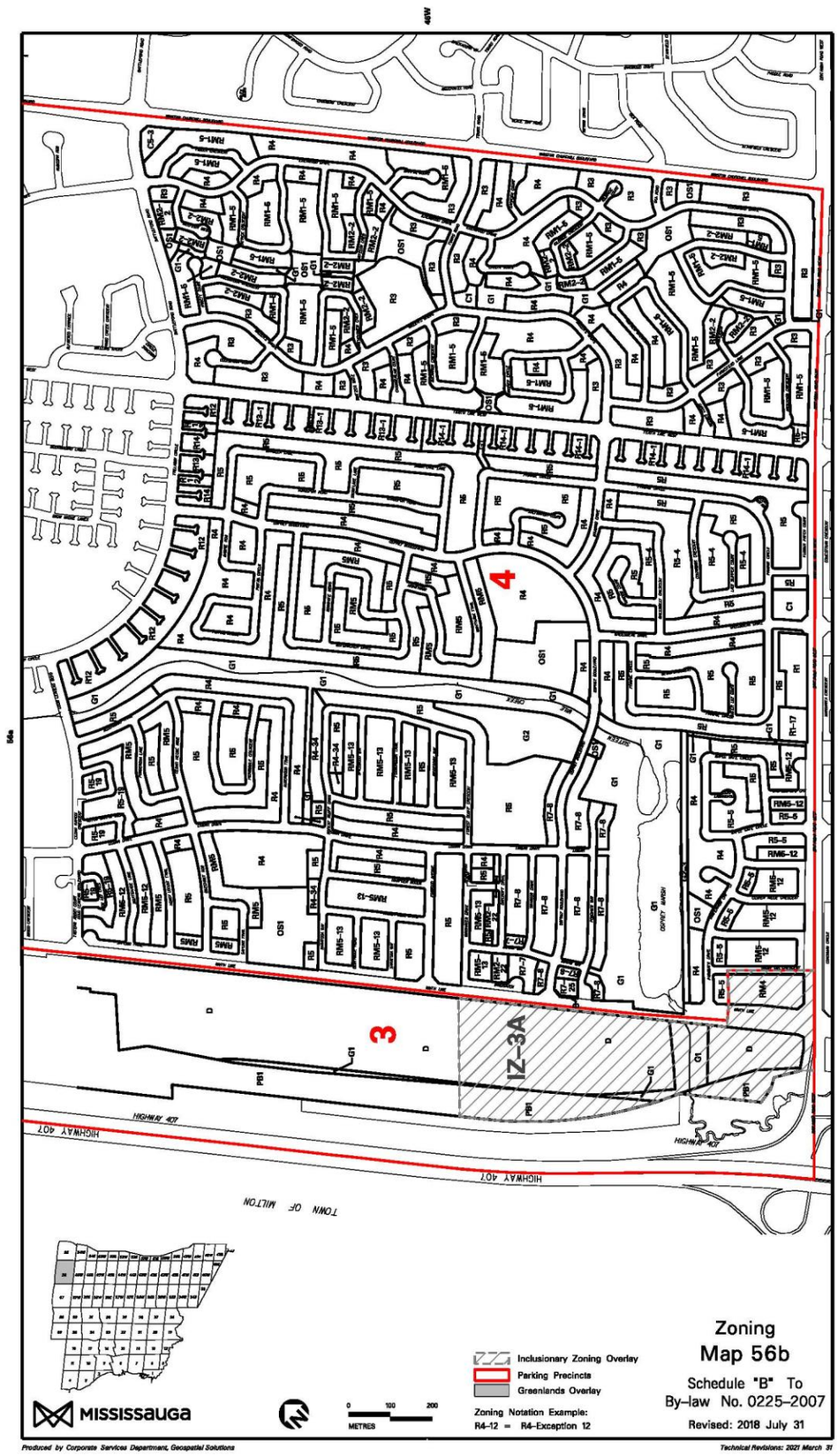
Appendix 2

Draft Schedule “A31”



Appendix 2

Draft Schedule “A32”



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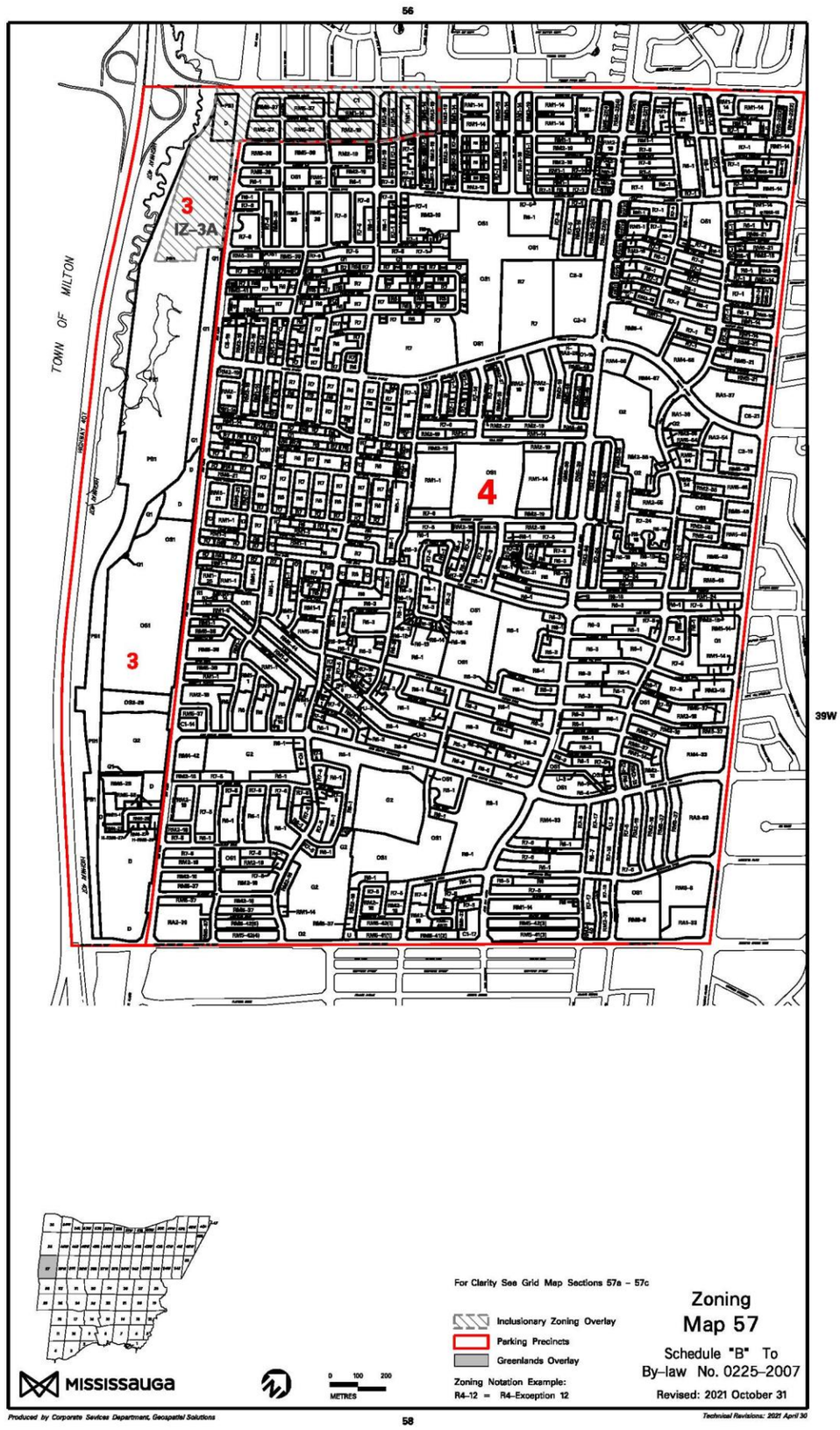


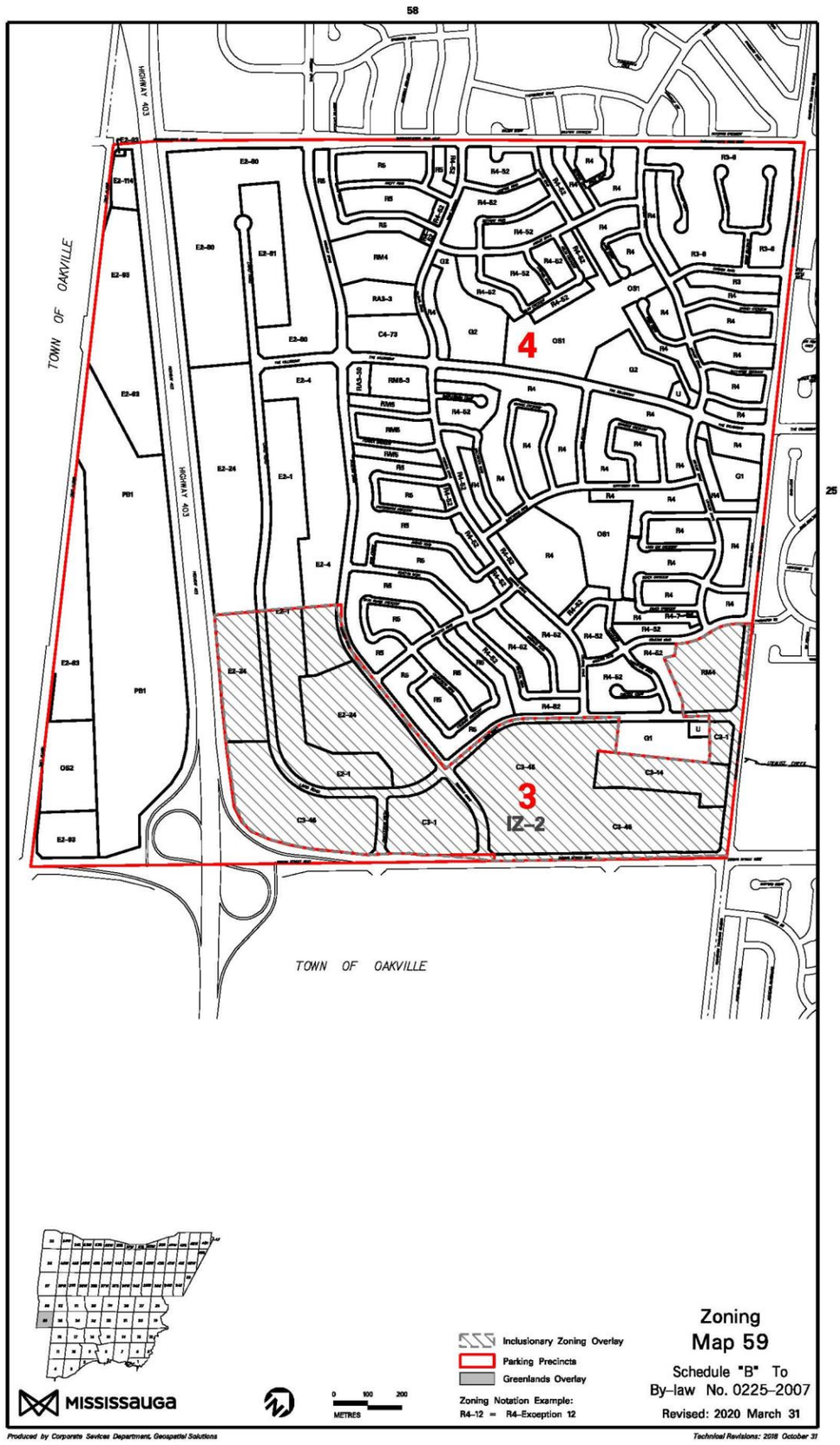
Appendix 2

Draft Schedule “A34”



Appendix 2

Draft Schedule “A35”



Appendix 2

APPENDIX "A" TO BY-LAW NUMBER _____xx_____

Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to introduce Inclusionary Zoning requirements for certain lands in the municipality.

This By-law amends the zoning of the properties outlined on the attached Schedules "A1 to A35" by adding an Inclusionary Zoning Area overlay consisting of five Inclusionary Zoning Areas.

The proposed zoning provisions require development / redevelopment within the Inclusionary Zoning Area overlay and meeting certain criteria to set-aside a portion of the residential area as affordable housing units. The requirements are secured through a legal agreement with the City and registered on title to the lands.

Location of Lands Affected

The lands affected this amendment are generally located:

- along Hurontario Street from the southernmost point to south of Britannia Road West including Downtown Core;
- along Dundas Street;
- along Lakeshore Road East;
- at the intersection of Ninth Line and Britannia Road West and surrounding lands;
- at the intersection of Ninth Line and Derry Road West and surrounding lands; and
- at the intersection of Lakeshore Road West and Southdown Road and surrounding lands

in the City of Mississauga, as shown on the attached Schedules “A1” to “A35” to this By-law.

Further information regarding this By-law may be obtained from Catherine Parsons of the City Planning and Building Department at 905-615-3200 ext. 8409.

Pursuant to subsections 34(19.3) and 34(19.4) of the *Planning Act*, there is no appeal with respect to the contents of this by-law except by the Minister of Municipal Affairs and Housing.

File tag

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Appendix 3: Comments on Draft Inclusionary Zoning (IZ) Policies and Zoning Framework Presented at May 30, 2022 Public Meeting

Participant	Comment	Staff Response
1 **Sean Meagher, Resident, Cooksville Community Hub Working Group**, oral submission at Public Meeting, Planning and Development Committee May 30, 2022	(1) Rental units should be emphasized through IZ	IZ units may be rental or ownership tenure. Although IZ will mainly apply to condominiums, a 50% discount in the set-aside rate is available for condominium developments that provide their IZ requirement in the form of long-term affordable rental units.
	(2) Luxury rental (150% AMR) should not be included in exemptions	IZ will not apply to purpose-built rental units. The market feasibility analysis indicated that rental projects are currently not viable under an IZ policy framework in Mississauga.
	(3) The feasibility of applying IZ to rental should be reviewed after phase in	Once the rental market is more established and following an updated market feasibility analysis, staff will examine whether rental projects should be subject to IZ.
	(4) Review and expand set aside rates	The feasibility analysis recommended that IZ be phased in over time in Mississauga, to allow the market to adjust to new requirements. Any future adjustments to the policy will depend upon ongoing monitoring and periodic financial impact assessments in accordance with Provincial requirements, or more frequently as necessary.
	(5) Make sure affordability levels are fair to families and individuals; low-income families are disadvantaged in the policy (3-bedroom unit tied to 6th income decile)	The IZ program focuses on moderate-income ownership and renter households, in keeping with the Housing Strategy. However, the policy framework also allows for the delivery of units affordable to low-income households on an opportunity basis when funding from senior government programs is available.
	(6) Incentives should be used to exceed requirements and stack programs	At this time, financial incentives are not proposed. A discounted parking rate will be applied as a regulatory incentive where IZ units receive a 50% reduction from the required parking rates of Precinct 1, and a 30% reduction for Precincts 2, 3, and 4. The cost to construct a parking spot is in the $50K to $70K range.

Participant	Comment	Staff Response
	(7) Move to perpetual affordability to avoid a future "affordability cliff"	Maintaining affordability in perpetuity is challenging from maintenance and administrative perspectives. The proposed affordability period is reasonable based on jurisdictional scans. Staff will consider opportunities to enhance the affordability period after more operational experience with IZ.
2 **Matt Palm, Resident,** oral submission at Public Meeting, Planning and Development Committee May 30, 2022 and written correspondence received May 22 – 25, 2022	(8) Support the provision of a clear schedule and timeline (Table 2). If a developer believes it's a strong market, they will live with modest IZ – what they need is certainty about what to expect from it.	As noted in the comment, staff have defined a clear set-aside phase in schedule.
	(9) Strongly support the highest IZ levels being around the Hurontario Line and Port Credit as is currently planned.	The IZ set-aside rates are based on the findings of the market feasibility analysis.
	(10) Vote for method two of the resale options for ownership units. Trouble imagining a government system that can effectively administer something over that long a time horizon.	Through discussions with the Region of Peel, it was determined that the capped price option (method one) would provide the best housing outcomes.
	(11) As an alternative to 50 years, perhaps something in the middle, like a 25 or 20-year threshold.	Jurisdictional scans suggest longer affordability terms are commonly used.
	(12) Consider a co-op or association to manage all the IZ units if a 50-year time horizon is used.	The Region of Peel is currently examining how to administer IZ units throughout the Region. The City is confident that Peel's expertise and long-standing role as Housing Service Manager and developer of affordable housing make them a sound implementation partner.
	(13) 49 units and below being exempt seems generous.	This intent of this policy is to promote smaller mid-rise developments by exempting them from IZ requirements
	(14) Parking reductions seem like a good concession.	Parking reductions for affordable housing have been justified through a recent city-wide parking review. They are an appropriate incentive in this instance as no operational or financial impacts are expected.

Participant	Comment	Staff Response
	(15) Require IZ be fully mixed in with the private units.	The intent is to have no major discernable differences between the IZ and market units. This will be further addressed through IZ agreements and implementation guidelines.
	(16) Proposed set-aside rates are in line with other jurisdictions	In accordance with Provincial regulations, proposed rates are supported by the results of a market feasibility analysis where sub-market areas were tested under the most onerous conditions (i.e. with the assumption that no financial offsets are provided).
3 **Mari Leesment, Resident,** oral submission at Public Meeting, Planning and Development Committee May 30, 2022	(17) Safe spaces are needed for people experiencing homelessness and addiction	Agree - but this is beyond the scope of IZ.
4 **Peel ACORN,** written correspondence received May 27, 2022	(18) Affordability Period: the period for which the units are kept affordable should be in perpetuity	See response to comment 7
	(19) Set Aside Rates: at least 20-30% of units should be set aside as affordable	See response to comment 16
	(20) Types of Buildings: expanding IZ to purpose-built apartment buildings would be beneficial	See response to comment 3
	(21) IZ Policy Benefits Middle Income: low- to moderate- income people won't be able to benefit from this policy	See response to comment 5
5 **Tanya Burkart, Resident, Peel ACORN,** oral	(22) Set-aside rates are far too low; Other municipalities have set-aside rates higher than 10%	See response to comment 16

Participant	Comment	Staff Response
submission at Public Meeting, Planning and Development Committee May 30, 2022	(23) Exceptions to IZ should not be allowed	The Province has mandated statutory exemptions. The City is proposing an additional transition period, to allow for development applications that are currently in progress to advance under the existing planning regime. Additional exemptions address non-market housing and special needs housing (e.g. long-term care, student residences) and affordable housing (e.g. Region of Peel, non-profit).
	(24) Affordability should be in perpetuity	See response to comment 7
6 **Harold Glick, Resident, Peel ACORN,** oral submission at Public Meeting, Planning and Development Committee May 30, 2022	(25) Above Guideline Increases (AGI) for capital expenditures continue in perpetuity – condo special assessments end once the capital expenditures/improvements are paid off	This is beyond the scope of IZ and municipal authority.
	(26) Review of Landlord Tenant Board legislation is needed	This is beyond the scope of IZ and municipal authority.
	(27) IZ should be in perpetuity	See response to comment 7
	(28) IZ should be city-wide	Agree - but the Province restricts the application of IZ to MTSAs.
7 **Nikolina Conteh, Resident, Peel ACORN,** oral submission at Public Meeting, Planning and Development Committee May 30, 2022	(29) Housing waitlists are too long	Agree - but this is beyond the scope of IZ, which represents only one strategy to address affordable supply.
	(30) Set-aside should be 30% affordable rental housing in all new developments; highest set-aside possible based on annual feasibility studies	See response to comment 16
	(31) Affordability should be in perpetuity	See response to comment 7
	(32) Expand IZ across entire region	See response to comment 28
8 **Saad Malik, Resident, Peel ACORN,** oral submission at Public	(33) The rent guideline increase process is concerning – not enough information provided to challenge or understand	This is beyond the reach of IZ and municipal authority. The Province regulates rent control and rent increases.
	(34) IZ should be city-wide	See response to comment 28

Participant	Comment	Staff Response
Meeting, Planning and Development Committee May 30, 2022	(35) Set-aside rate should be highest feasible	See response to comment 16
	(36) Affordability should be in perpetuity	See response to comment 7
9 **Asiya Sultana, Resident, Peel ACORN,** written correspondence received May 31, 2022	(37) Set aside 20% to 30% of every new development as affordable rental housing	See response to comment 16
	(38) Keep affordable rental/ownership units as affordable rental housing forever	See response to comment 7
	(39) Apply IZ requirements to developments with 60 or more units	See response to comment 13
	(40) Apply IZ requirements in every part of the Region	See response to comment 28
	(41) Require every development to include the maximum amount of affordable rental housing feasible	See responses to comments 2, 4, and 16
10 **Michelle Bilek, Peel Alliance to End Homelessness,** written correspondence dated May 20, 2022	(42) IZ should be encouraged to provide deeply affordable housing	The IZ program targets moderate-income ownership and renter households, in keeping with the Housing Strategy. However, discounts to the IZ set-aside rate may be considered for projects proposing to offer units that are more deeply affordable.
	(43) Definition of Affordable excludes single low-income adults and seniors	The definition of “affordable housing” is consistent with the Provincial Policy Statement definition. The focus of IZ is creating units that are affordable for moderate-income households.
	(44) Phased approach does not support current needs, should mandate 10% immediately and phase in a higher percentage within 5 years	See responses to comments 16 and 29.
	(45) The 25 year affordability for rental units and 50 year affordability for home ownership should be reconsidered	See response to comment 7

Participant	Comment	Staff Response
11 **Paula Tenuta, BILD,** written correspondence dated May 27, 2022	(46) Expedited approvals and offsets such as density bonusing and financial incentives are required to offset the costs of IZ	Density bonusing and financial offsets are currently not proposed. IZ units will receive a 50% reduction from the required parking rates of Precinct 1, and a 30% reduction for Precincts 2, 3, and 4. The cost to construct a parking spot is in the $50K to $70K range. Reducing parking requirements is a regulatory incentive.
	(47) The City's market feasibility analysis is outdated and neglects to identify the impact of current proposals related to development charges and parkland costs that will also be presented to Council in the near future for consideration	Periodic market analyses of the impact of the IZ requirements will be undertaken. The policy framework will be adjusted if monitoring and updated financial assessments demonstrate that that IZ is having a negative impact on the housing market.
12 **Ben Fulton, on behalf of the Accessible Housing Network (AHN),** written correspondence received May 31, 2022	(48) Municipalities are in a position to implement building codes to stipulate that new buildings are accessible, not only in the commercial sector, but also the residential sector. The city can pass by-laws requiring new buildings to be universally accessible.	This is beyond the scope of IZ.
	(49) The city can require all new buildings to pass an accessibility assessment performed by an accredited consultant specifically trained to provide an assessment of the blueprint and building designs.	This is beyond the scope of IZ but accessible units can be encouraged through Implementation Guidelines and secured through IZ agreements.
	(50) The municipality can work with regional. Provincial and Federal governments to establish an accreditation process to ensure those qualified to perform the accessibility assessments have the necessary training to provide expert and knowledgeable advice.	See response to comment 49
	(51) The City can ensure any money given to developers for the creation of Inclusionary Zoning carries with it the stipulation that the units constructed must be universally accessible.	Neither direct funding nor financial incentives, will be provided to developers in exchange for IZ units. Should funding and/or incentives be included in the IZ program in the future, universal accessibility could become a condition of the funding.

Participant	Comment	Staff Response
13 **Simon Tran, Resident,** written correspondence received May 17 – 27, 2022	(52) Skeptical of the efficacy of IZ without offsets; relying on land value capture alone seems ineffective with all the exceptions; there should be density bonuses	See response to comment 47
	(53) IZ should be permitted beyond arterials with MTSAs	See response to comment 28
	(54) Concerns about the quality and size of units	The IZ set-aside rate is based on percent of GFA, not total number of units, so that IZ units can be sized appropriately based on need. Additional quality performance standards may be addressed through IZ agreements and Implementation Guidelines.
	(55) Will IZ developments still have to go through the exact same approvals process as non-IZ, including Section 37?	IZ developments will be required to proceed through the normal applicable approvals process. The s. 37 regime is shifting from density bonusing to the Community Benefits Charge.
	(56) Buildings with less than 50 units should not be exempt	See response to comment 13
	(57) Condo and rental buildings should have the same IZ program	See response to comment 3
14 **Sean Keddy on behalf of the Right to Housing Peel Region,** written correspondence dated May 30, 2022	(58) Limited potential for affordable rental units to be created through this initiative	See response to comment 3
	(59) Reconsider the feasibility of more stringent set-aside rates	See response to comment 4
	(60) Skeptical about whether the undefined discount on set aside rates in return for deeply affordable options will be effective	A discount was not defined in order to ensure that the discount is proportional to the number and depth of affordability of any proposed deeply affordable units.
	(61) Two year ownership affordability period is alarming; propose scrapping this option altogether	This option has been removed.

Participant	Comment	Staff Response
	(62) Ambivalent about the 25-year affordability period required for rental options	See response to comment 7
	(63) There should be more onerous conditions on ownership options to consider rentals more seriously and the 25-year rental affordability period should be reviewed	See response to comment 4
	(64) Keen to see the City consider options such as donating land to community housing providers and increasing financing to create deeply affordable housing options	The City continues to implement its *Housing Strategy* which includes land-based actions such as exploring community land trusts and partnerships with non-profit housing producers. In recent years, the City has donated land to Habitat for Humanity for affordable housing.