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# PLANNING JUSTIFICATION REPORT

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IN SUPPORT OF AN  
OFFICIAL PLAN AMENDMENT AND  
ZONING BY-LAW AMENDMENT

CRW 1 LP and CRW 2 LP . (Slate Asset Management)  
2105, 2087, 2097, 2077 Royal Windsor Drive  
City of Mississauga  
Region of Peel

December 2022  
GSAI File #1315-002



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## 1.0 INTRODUCTION

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Glen Schnarr & Associates Inc. (GSAI) has been retained by CRW 2 L.P.; CRW 2 GP INC (or, Slate Asset Management) to assist in obtaining the necessary planning approvals to allow for the redevelopment of the sites municipally addressed as 2105, 2087, 2097, 2207 Royal Windsor Drive, located in the City of Mississauga (herein referred to as the “subject lands”). The subject lands are located on the north side of Royal Windsor Drive, west of Southdown Road, generally situated south of the Clarkson GO Station. (See *Figure 1 – Aerial Context Map*).

The development contemplates the addition of 4 residential high-rise buildings atop of podiums with grade related non-residential uses along certain frontages. The soft landscaped areas and buffers, contiguous walkways, and other features to support site programming. This proposal will ultimately result in the demolition of the existing on-site structures and redevelopment of the subject lands.

The proposal aims to revitalize the subject lands and the surrounding area. In our opinion, redevelopment of this site can act as a strategic first step in realizing the future of the Clarkson GO MTSA. The proposal supports general Provincial, Regional and Municipal objectives, goals and visions by capitalizing on otherwise underutilized lands within strategic growth areas, deemed appropriate for a mix of uses. The project can be generally described as a high density mixed-use development. The development design exercise will incorporate design features that provide an appropriate interface or condition with the existing fabric of the surrounding area in its current and future (planned) context.

The purpose of this Planning Justification Report (the “Report”) is to outline the technical details of the proposed development and to evaluate the associated Official Plan Amendment (OPA) and Zoning Bylaw Amendment (ZBLA), the “proposed Amendments”, in terms of their consistency with the Provincial Policy Statement and conformity with the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the City of Mississauga Official Plan and City of Mississauga Zoning By-law 0225-2007.

## 1.1 EXECUTIVE SUMMARY

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From a land use planning perspective, the proposed development is consistent with and supportive of policy directions promoting intensification of underutilized sites within built-up, strategic growth areas. The proposed development supports the objective of complete communities through providing residential intensification and commercial opportunities in an area where it can be supported by existing and expected conditions.

The subject lands are located within the Clarkson GO Primary Major Transit Station Area (“PMTSA”), as delineated in the 2022 Region of Peel Official Plan, and per OPA 143/144 of the City of Mississauga Official Plan.

From an urban design perspective, the proposed development of residential high-rise buildings and podiums, as well as improved public realm and the introduction of live/work units will fit with the existing character of the area. The provision and strategic placement of non-residential uses and



residential uses along with innovative internal site programming and placemaking strategies will provide for an animated, safe pedestrian realm built on the foundations of urban design best practices.

Our client has been working with Provincial, Regional and Municipal staff to determine the appropriateness of not only the redevelopment of the subject site, but the larger Clarkson GO PMTSA defined area, and beyond. The proposal represents an opportunity to achieve consistency with provincial policy directives and guidance surrounding public investment in infrastructure, provision of housing and appropriately directing growth. This proposal effectively helps to realize the Province's vision as discussed in the policy justification section (Section 4) of this Report.

The redevelopment potential for the area is also informed by findings of the Air Quality Assessment (2022). From our review, those findings have confirmed that residential (or more sensitive uses than currently permitted?) are feasible in the Clarkson MTSA subject to certain mitigation requirements (was the exact area of the study is defined as the 'study area' in the accompanying Air Quality Assessment Report). The formal study, as we understand, has been concluded with formal reports being submitted to the City. We acknowledge that the public consultation period associated with this study, will extend into 2023 however that does not change or influence the conclusions found in the Report.

From a land use compatibility and general policy perspective, we are confident following our review of the Air Quality Assessment, Provincial Policy frameworks, the approved Regional Official Plan and draft Municipal Official Plan policies that this proposal presents a logical development for the subject lands and the greater area, now and in the future.

As such, we are pleased to make this application on behalf of our client to facilitate the redevelopment of the subject site.

In order to permit the proposed development, an amendment to the City of Mississauga Official Plan and City of Mississauga Zoning By-law 0225-2007 will be required. The function and appropriateness of these amendments are described throughout this Report.

It is our opinion that the proposed development represents good planning and is further evidenced as supportable, or feasible development as per the technical studies undertaken and plans prepared in support of the development application.

## **2.0 SITE DESCRIPTION AND SURROUNDING LAND USES**

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### **2.1 Site Information**

The subject lands are generally located west of Southdown Road (Regional Road), on the north side of Royal Windsor Drive, south of the Clarkson GO Station. The subject lands are legally described as:

PT LT 31, CON 2 SDS TT and PT LT 31, CON 2 SDS TT



The subject lands are approximately 3.74 acres (1.48 hectares) in size with frontage on Royal Windsor Drive (cumulative). The subject lands are currently occupied by one-storey commercial/retail plazas consisting of a variety of uses. (See Figure 1 and Figure 1B).

## 2.2 Immediate and Surrounding Area

The adjacent land uses include:

- |        |  |
|--------|--|
| North: | The lands to the north are occupied by the Clarkson GO Station   |
| East:  | Lands to the immediate east are occupied by retail/commercial uses and single-detached residential. Further east, on the east side of Southdown Road, there are two high-density residential apartments of 19 and 21 storeys. Further east, there are low-density residential uses and a commercial plaza containing a variety of day-to-day services including a gym, retail opportunities, dental and medical offices, take-out restaurants, amongst other uses. |
| South: | Lands to the south (south side of Royal Windsor Drive) are occupied by a commercial plaza containing a variety of uses and amenities. Located slightly further south is a convention centre and recreation opportunities. Located south east of the site (south side of Lakeshore Road), are medium and high density residential uses  |
| West:  | The lands to the west of the subject lands can be generally characterized as industrial uses.  |

The greater, surrounding area – particularly west and north of the subject lands - presents a unique opportunity to pursue development opportunities more in keeping with the locational advantages that are more characteristic of a higher-order transit station. Per Region and City-initiated studies available to date, this area may be fairly characterized as an area in transition.

## 2.3 Greater Surrounding Area

Surrounding land uses consist of a range of commercial uses and residential developments (See Figure 2 – Neighbourhood Services Context Map). Figure 2 demonstrates retail, parks, schools, entertainment uses and services within a defined radius of the subject lands. We have also prepared Figure 3 – Surrounding Apartment Buildings to show where existing apartment buildings are in the defined area. While these Figures cumulatively, do not identify all of the uses in the area, they do illustrate the lack of diversity, particularly in relation to mixed use and higher density residential land uses in the area. Currently, the area presents a situation with land uses that are largely isolated or segregated. Based on the priorities embedded in the land use planning policies, it is clear that



a more mixed-use, intensified approach to development is preferred in strategic or target areas. This area does not currently support that principle, despite the locational advantages it presents.

As shown on *Figure 4 – Parks and Open Spaces*, the site does have access to existing public parks and open spaces.

The subject lands has frontage along a major road, Royal Windsor Drive, is in proximity to a major highway Network, the Queen Elizabeth Way, and shares a common property boundary with the Clarkson GO Station. Based on the access and connectivity opportunities, the site is appropriate to host a mixed-use development as it provides multi-modal transportation options, linked by inter and intra Regional connections.

## **2.4 Transportation Network & Connectivity**

The subject lands are serviced by bus transit routes within walking distance of the subject lands, that connect to rapid transit networks (*See Figure 4 – Transportation Context Map*). The bus transit connections currently in place offer connections to many existing GO stations across Halton, Peel and generally, the Greater Toronto Area and beyond. The subject site is also adjacent the Clarkson GO Station which offers inter and intra regional transportation linkages, providing connections within the Region of Peel and beyond. The existing transit options are well established to accommodate future and current resident needs as evidenced in the Transportation Study as prepared by LEA.

The Transportation Study as prepared by LEA included with this application provides further detail on the level(s) of service provided in this area and how that will appropriately cater to the resident, visitor and employment generation yielded from this development proposal.

## **3.0 PROPOSED DEVELOPMENT**

The following section provides an overview of the key elements and statistics with respect to the proposed development. Please see the development Statistics page(s) provided in support of this application for further details related to the development application.

### **3.1 Development Proposal and Design**

The property owners are proposing to redevelop the subject lands with four (4) residential high-rise towers situated on top of podiums (see *Figure 5 – Development Concept Plan and Figure 5B/C/D – Conceptual Renderings*). There are a total of 1,237 residential units with a range of unit types and sizes. The cumulative non-residential (commercial, retail, live work) GFA of 2,803 m<sup>2</sup> (is proposed on the ground floor of select towers. The development of the residential and non-residential components will represent a total floor space index (FSI) of 5.89 across the entire site.

There is a centrally located drive aisle which bisects the subject lands north-south. This drive aisle is reflective of an existing situation where there is an existing easement in favour of



Metrolinx, over the subject lands. There is a permanent easement registered on title of the subject lands (described as PIN: 134340137) in favour of Metrolinx for the purpose of pedestrian and vehicular ingress, egress, station access (in the form of a driveway from Royal Windsor Drive). Through this application we have proposed to maintain the location of the easement in favour of Metrolinx, at this time.

The subject site will be supported by indoor shared or common amenity areas. There will also be private amenity areas by way of balconies.

The buildings proposed have been strategically situated on the site in order to maximize available space, have regard for crime prevention through environmental design principles (CPTED) and achieve appropriate building separation distances, amongst other best practices. The buildings have been situated in order to strategically allocate height and distribute density across the subject site. The massing and distribution of buildings also considers both internal and external streetscape conditions and how buildings relate to both the public and private street realm. The site has been programmed to provide contiguous pedestrian connections throughout the site and through internal sidewalks with access to the Royal Windsor Drive right-of-way. Vehicular access has also been provided from the Royal Windsor Drive right-of-way through an existing condition. Access to underground parking has been located purposefully away from the Royal Windsor Drive frontage at the northerly portion of the development.

Tower '1' proposes the greatest height of 29-storey and is intentionally situated at the north-west corner of the subject site. Tower '2' proposes a total of 27-storeys and is situated along the Royal Windsor Drive frontage. Both of these towers provide a step down scenario, ultimately reaching a 7-storey podium. The two towers are connected by an 8 storey amenity area situated atop the 7 storey podium.

Tower '3,' situated at the north-east portion of the site is proposed to be 25 storeys in height, stepping down to 24, 23 and then down to a 7 storey podium. Tower '4,' situated at the south-east portion of the site is proposed to be 23 storeys in height, stepping down to 22 and 21 storeys and finally, down to a 7 storey podium. Towers '2' and '3' are connected by an 8 storey amenity area.

It is our opinion that this presents a logical development with building and site programming appropriately designed in consideration of how the proposal responds to both the existing area context as well as future internal block development context.

### **3.2 Cycling Access and Storage**

At this time, all proposed resident bicycle parking is situated below grade and is provided consistently with the Zoning By-law requirements outlined by the City of Mississauga as part of the recently adopted By-law. There are also short-term bicycle spaces provided at grade for visitors to the site.

The site can be easily accessed by pedestrians (foot traffic) and bicyclists along each street frontage. Contiguous sidewalks and safe, easy access for alternative modes of transportation (not including private vehicles) will be a priority through evolving site design.



### **3.3 Pedestrian Access**

Pedestrian access to the site is provided from all vehicular access points as specified above in Section 3.2. Contiguous sidewalks are provided throughout the site connecting the public rights-of-way to the interior of the site. Direct access from the Royal Windsor Drive frontage is provided to the commercial/retail portions of the building providing ease of access for pedestrians. The uses permitted in the commercial/retail portion of the development are subject to further review and evaluation as part of the evaluation of the proposed site specific by-law.

Pavement marking plans and other measures contributing to a comfortable pedestrian realm will be explored through the detailed design process. At this time, the team has provided, where feasible, sidewalks on either side of the interior driveway, access to the central amenity space and access to the common residential portions of the site.

### **3.4 Vehicular Access**

Vehicular access to the site is proposed via Royal Windsor Drive (relocated existing condition) toward the westerly portion of the site, doubling as the Metrolinx access easement as discussed above. Private vehicles will be permitted to utilize the mid-block drive aisle.

Drop off areas have been strategically located at the base of each pair of towers, interior to the site, creating a safe pedestrian realm and efficient pick up/drop off scenario along the mid-block drive aisle. Layby parking is also proposed interior to the site. This will serve as additional short term parking. That said, at grade vehicular parking has been limited, consistent with urban design visions and disincentivizing private vehicular travel and creating a desirable pedestrian realm, put forth by the City.

As exhibited in the Transportation Impact Assessment report as prepared by LEA, the proposed parking configuration and ratios are supportable.

### **3.5 Landscape and Amenity Space**

Indoor and outdoor amenity area(s) are proposed within the development concept. The proposed centrally located shared street will act as an area where residents of the development, and surrounding neighborhood, can interact with an active streetscape. Although not technically countable toward total amenity area, the area is envisioned as a plaza-like space which serves as a platform for social interaction and informal congregation, similar to the intent of amenity area. Centrally located within the development, the shared street focuses activity in a welcoming and accessible outdoor space that prioritizes the pedestrian experience.

Planting and built-in seating animate the space, while movable furniture and planters provide flexibility for seasonal programming and events. The street also visually breaks up the development proposal (buildings) creating an aesthetically pleasing and accessible condition at a pedestrian scale.



Other design best practices will be resolved through the detailed site design process. A Conceptual Landscape Plan has been provided in support of the development application.

#### **4.0 POLICY AND REGULATORY CONTEXT**

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The following discussion pertains to the most relevant policies and will evaluate the proposed development concept along with the required OPA and ZBLA (respectively, where relevant) in respect of the intent and objectives of the Provincial Policy Statement (PPS), Growth Plan for the Greater Golden Horseshoe (GPGGH), Region of Peel Official Plan (ROP), City of Mississauga Official Plan (MOP) as well as the City of Mississauga Zoning By law 0225-2007.

We recognize that at the time of this submission, there is an ongoing review of the MOP. In this particular instance, with regard to this site and the general area surrounding Clarkson GO, we felt it was appropriate to review both the in-effect MOP policies as well as the draft MOP policies. The discussions in Section 4.4 of this Report regarding the City of Mississauga Official Plan explores both the in-effect and draft policy regimes. Although the draft policies put forth by the City are not in force and effect at the time of authoring this report, they indicate an intention from City to identify and protect candidate lands in this general area for redevelopment and further, to carry out area specific planning which would ultimately, from our review and understanding of the Regional and City objectives, revitalize the greater area surrounding Clarkson GO into a mixed-use, transit oriented, higher-density area. We will also review and discuss the ongoing processes which impact the future of the subject site and feasibility of the development proposal such as the Clarkson GO MTSA Study.

We are of the opinion that the general vision and objectives for MTSA's at the Provincial and Regional level are both logical and desirable from a land use perspective, supporting policies at the Provincial, Regional and Local level. We are confident that based on our interpretation of the key guiding visions and policies present in the in-effect and draft land use policy frameworks, that this development proposal presents a logical use of land and provides a catalyst to spur redevelopment of the MTSA in a way that is rational and in keeping with the planned intent and function of the area.

An evaluation of the relevant policy frameworks is provided below throughout Sections 4.1 – 4.4.

##### **4.1 Provincial Policy Statement (2020)**

The current Provincial Policy Statement (PPS) came into effect as of May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development. Section 3(5) of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. Section 1 of the PPS contains policies that provide direction to build strong communities through efficient development and land use patterns.

As required by Sections 2 and 3 of the Planning Act, the following sections will demonstrate how the proposed Official Plan Amendment and Zoning By-law Amendments will bring the subject lands to consistency with the PPS.



Sections 1.1.1 and 1.1.2 state:

*“1.1.1 Healthy, liveable and safe communities are sustained by:*

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- 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;*
- f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) promoting development and land use patterns that conserve biodiversity and*
- i) preparing for the regional and local impacts of a changing climate.*

*1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. ...*

*Within settlement areas, sufficient land shall be made available through intensification and redevelopment and if necessary, designated growth areas.*

The proposed amendments conform to Sections 1.1.1 and 1.1.2 of the PPS. The subject lands are located within a Settlement Area and will contribute to the range and mix of residential units in



the area, providing for efficient supply of housing located within the settlement area. The unit breakdowns are provided in the chart above which shows that the residential component of the proposal will contribute to a mix of housing types, thereby achieving the policies set forth in the PPS.

The development proposal minimizes land consumption and capitalizes on existing services and infrastructure investments by proposing a compact development which will make better use of existing services in the area.

The proposal can be serviced through an extension of existing municipal infrastructure as exhibited in the Functional Servicing Report as prepared by Lithos Group. The proposal therefore supports minimizing land consumption through capitalization on underutilized lands and minimizing servicing costs by connecting to existing infrastructure that has the capacity to support the development. The details of the servicing connections are outlined in the Functional Servicing Report as prepared by Lithos Group, and further described in Section 6.0 of this report.

The proposed development reinforces principles of environmental stewardship and cost-effective development patterns. The proposed development employs environmental stewardship through the conservation of environmentally significant lands through intensification of already built-up areas. The proposal supports sustainable practices such as low impact development techniques as outlined in the list of LID features, provided in support of this application. We note that the proposed LID features will continue to be refined through the detailed design process when feasibility can be more accurately determined. Policy directives noted above reference the importance of the interconnectedness of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning.

Further, consideration of environmental stewardship and cost-effective development patterns have been considered by co-locating uses that are complimentary and providing more residents the opportunity to engage with multiple transit opportunities which may reduce reliance on private automobile trips. The non-residential portion and uses therein will continue to serve the existing and future residents which also provides opportunities to reduce length of or eliminate private vehicular trips.

The proposal provides for opportunities recreational activities and congregation or socialization which will assist in meeting the long-term needs of a healthy, liveable and safe community.

The removal of physical barriers and designing for accessibility have been facilitated through this proposal and will further be refined through the detailed design process.

In summary, the development proposal is in keeping with these policy directives since it can be serviced efficiently from an infrastructure perspective (sanitary, water), utilizes transit opportunities thereby enhancing transit utilization by providing for a density that is supportive of public transit, and minimizes land consumption through land development intensification.

The proposal conforms to Sections 1.1.1 and 1.1.2 of the PPS with respect to settlement areas, and further conforms to those policies outlined in Section 1.1.3 of the PPS as discussed below.



*1.1.3.1 Settlement areas shall be the focus of growth and development.*

*1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed;*

*Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

*1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

*1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

*1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

In addition to the justification provided in the section above, related to Section(s) 1.1.1 and 1.1.2 of the PPS, which we believe also generally provides justification for Section 1.1.3, we provide the following commentary.

Pursuant to the above noted policies in the PPS, the proposed development is consistent with Section 1.1.3 as it is located within the settlement area and further satisfies the locational criteria outlined in Section 1.1.3 regarding capitalization on existing infrastructure, access to transit, increases in densities where it can be accommodated and providing or promoting active transportation options.

The proposed development intensifies the existing site and will be supported by existing



infrastructure and public service facilities. *Figure 2 – Neighbourhood Services Context Map* shows the surrounding area and location of certain select services and facilities. *Figure 4 – Surrounding Parks and Open Spaces* shows the parks in the surrounding area. We also note that the surrounding residential developments have existed and been served by the surrounding area amenities for some time, without conflict. It is important to recognize that this is an area in transition and is likely, in the future, to accommodate features such as new parks and amenities, upon full build out.

The proposed development has been designed to be compact in form while also considering risks to public health and safety through landscape design and architectural design which have regard for the findings and recommendations found in the sun shadow studies, Wind Study and Noise Study. The Noise and Wind study conclude that the development is supportable with certain mitigation measures. These mitigation measures will be further refined at the detailed design stage when more detailed reports are provided.

As exhibited in the Shadow Study and accompanying summary, the proposal largely achieves the City's sun access factor criterion internal and external to the site. To the extent that the criterion are not strictly met in all ways, the impacts can be considered non-material, as evidenced in the justification provided in the Sun Shadow Study as prepared by Gensler. The development proposal aims to provide maximum sunlight penetration on the streetscape, outdoor amenity areas, adjacent open spaces and buildings.

The proposal will offer an appropriate means of rejuvenation within the area and act as a catalyst for future redevelopment of the area that is consistent with provincial policy by not only revitalizing a dated site largely characterized by surface parking, but by animating the interface with the public rights-of-way, notably along the Royal Windsor Drive frontage through thoughtful urban design strategies based in best practices and innovative strategies.

The proposal will promote the efficient use of land through a more compact built form, which is encouraged by the PPS where it can be accommodated. Based on the supporting technical studies, this site can reasonably accommodate the development proposal, in terms of density and built form, consistent with the PPS policies. The development also proposes non-residential uses which will provide a mostly convenience retail opportunity for existing and future residents. Incorporating this land use further promotes the efficient use of the subject site.

Efficient use of existing transportation options and the provision of opportunities for active transportation generate the possibility of reductions in greenhouse gas emissions and improved air quality.

The proposed development includes connections to existing sidewalks and proximity to public transportation systems thereby encouraging walking and engagement with public transit as options for alternative modes of transportation. Existing transit routes along the main street frontage (Royal Windsor Drive) in turn have strong connectivity with both transit terminal hubs (see *Figure 6 - City of Mississauga Official Plan Schedule 3 – Long Term Road Network*) providing other bus route options as well as other linear intra-City infrastructure (i.e. BRT, GO Trains). The proposal is transit supportive as future residents will be within walking distance of

numerous bus routes as well as the Clarkson GO Station which provides inter and intra Regional transit connections, as well as service across the GTA.

Royal Windsor Drive, through its connection with Southdown Road is a road network suitable for this scale of intensification in terms of functionality and capacity as exhibited in the TIS as prepared by LEA. Residents and visitors are served by existing transit options including the Mi-way routes and access to inter and intra Regional transit opportunities as well as the connections provided by the Clarkson GO Station. This site provides strong access to public transportation system(s), which can be accessed by foot, supporting the principles found in provincial policies.

The provision of the uninterrupted pedestrian connections and ease of access to public transit routes will accommodate or serve future residents by providing options to access day-to-day services that are available on site and in the greater area. This will ultimately decrease reliance on private automobile travel, reducing greenhouse gas emissions, consistent with the policies of the PPS.

The proposal will be accessible by both existing public roads as well as private driveways. The proposal will provide uninterrupted pedestrian connections to promote active transportation and provide access to transit options. Throughout the site design process TDM measures have been integral to decision making to promote conformity with the overarching policies of the PPS and to assist in supporting the proposed parking reduction (see Traffic Impact Statement prepared by LEA). The proposal promotes the use of existing transit infrastructure and provides for pedestrian connections that allow future and current residents, as well as visitors, to access services in the area by foot, bicycle and/or public transit.

Policy 1.1.3.4 is satisfied through the proposed Zoning By-law Amendment by implementing a zone category which facilitates intensification. The Zoning By-law amendment incorporates appropriate development standards. Through this amendment, the development proposal provides alternative development standards that facilitate intensification suitable for the subject site and greater area.

Based on the above analysis, it is our opinion that the proposed development is consistent with the locational criteria for intensification and the proposed Official Plan and Zoning By-law Amendment is therefore consistent with the PPS policies for creating efficient land use patterns within Settlement Areas.

Section 1.3.2 Employment Areas of the PPS provides the following:

- 1.3.2.1 Planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.*
- 1.3.2.2 At the time of the official plan review or update, planning authorities should assess employment areas identified in local official plans to ensure that this designation is appropriate to the planned function of the employment area.*



The subject site is situated within the Southdown Employment Area in the MOP. We note that the responsibility for employment land designation is within the jurisdiction of the Region of Peel. This affords the Region discretion on which lands may be suitable for Employment uses only and which sites may be suitable for a conversion, or which sites, currently designated for employment uses, may be suitable for nonemployment uses that are not ancillary to existing employment uses.

That said, the Clarkson GO PMTSA (where the site is located) has been identified as an MTSA that is subject to the Region's flexible employment policies. This would generally permit nonemployment uses in the Southdown Employment Area, subject to further studies. In response to the flexible Regional policies, the City of Mississauga, through their own Official Plan review, has generally supported the idea of non-employment uses within the Southdown Employment Area, subject to further studies.

Based on the assessment at the Regional and Municipal levels, it has been determined that this Employment Area is suitable to accommodate alternative uses, beyond typical employment uses. Therefore, the policies in 1.3.2.2 related to Employment Areas are satisfied.

Section 1.4 Housing of the PPS provides the following:

*1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

*1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

- a) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- b) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*



- c) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations*

The proposed development represents an appropriate form of infill intensification within this area. The proposal provides more diversity in housing types through the provision of a mix of apartment unit types/suites for the project lands. This generally supports the goals of the City as it has been an ongoing priority for the City of Mississauga to provide more housing in terms of inventory and a greater range of housing options. As noted in the Housing Report prepared by GSAI, it is noted that:

*“The project will support intensification and the diversification of the local housing stock in a neighbourhood with limited remaining available land for new residential development. Although the exact price range for the proposed residential units cannot be established at this early stage, the proposed apartment mix and unit size will nonetheless support a range of household types, housing needs, sizes and income levels. The proposed development will introduce a greater range of options in the Study Area and broader community that will better support diverse housing needs than the existing housing stock. This includes smaller unit sizes more suitable for smaller households, some middle-income households as well as to facilitate aging in place and household mobility as households reassess their housing needs over the long term”.*

The increase in inventory of affordable housing options delivered by this project provides new residents the opportunity to live in this neighbourhood and provides existing residents the opportunity to stay in this neighbourhood. Consistent with the above noted policies, the development presents the introduction of new housing which is appropriately directed to a location where there is an appropriate level of infrastructure available to support the projected needs. The subject lands are situated along a “Corridor” and within a “MTSA” and therefore warrants a certain degree of intensification (as feasible). The proposed density efficiently uses land, resources and infrastructure and supports the use of active transportation and transit, beyond that in which it is presently utilized.

As illustrated on the Landscape Plan as prepared by JRS dated December 2022, accessibility is accommodated through the design of continuous pathways and the establishment of pedestrian and cycling connections at major points of access and service. The internal programming of the site prioritizes pedestrian circulation and safety. Through the use of a built form and site design elements which incorporate accessibility features, this project further provides housing opportunities whether for new residents, or existing residents needing to fulfill personal accessibility requirements including aging in place. Pavement marking plans as well as other detailed design strategies will be refined through the Site Plan stage in order to assist in the functionality and the safety of the site.

It is for the reasons provided above in response to Section 1.4 of the PPS, and where applicable, for those provided in previous sections of this Report in response to Sections 1.1-1.3 of the PPS,



that we are of the opinion that the proposed development demonstrates consistency with Section 1.4 of the PPS.

Section 1.5 Public Spaces, Recreation, Parks, Trails and Open Space provides the following:

*1.5.1 Healthy, active communities should be promoted by:*

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*

The proposed development creates opportunities for social interaction and active living. The current plaza does not generally foster social interaction as it is largely characterized by heavily paved areas with buildings removed from the street, creating no space for informal or formal congregation and a generally non-appealing pedestrian realm. The proposed development will generate opportunities for social interaction through the provision of the central drive aisle, similar to a woonerf condition. The proposal contemplates a more well connected, safe space for pedestrian foot traffic and cyclists and presents a more desirable right of way condition along Royal Windsor Drive as shown in the Streetscape Feasibility Study.

By contrast, the introduction of a mix of uses and strategic site programming provides opportunities for social interaction. The proposed development proposes an improved sidewalk network condition by providing new and/or improved pedestrian access points via contiguous sidewalks from the existing and future public right of way(s). Also, by intensifying the subject lands, new residents can take advantage of existing public open space parks and trail networks located proximally to the project lands which have served the existing area residents for a long period of time. The surrounding parks are shown on *Figure 4 – Surrounding Parks and Open Space*.

The following policies in Section 1.6 relate to land use and transportation and infrastructure facilities, and waste management:

- 1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*

The proposal conforms to Section 1.6 as it will be serviced through the extension of existing



infrastructure and makes use of existing public roads. The proposal is an efficient use of infrastructure and assists in optimizing existing infrastructure.

It is for these reasons that we are of the opinion that the proposal demonstrates consistency with the PPS policies and further will continue to contribute to the function of the area.

#### **4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Office Consolidation, August 2020)**

The Growth Plan for the Greater Golden Horseshoe, 2020 is intended to be a framework for implementing strong prosperous communities through managing growth in the region through the planning horizon.

The Growth Plan policies relevant to the proposed development include Policies 2.2.1 'Managing Growth,' 2.2.2 'Delineated Built-up Area,' and 2.2.6 'Housing' which state:

*2.2.1.2. Forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) the vast majority of growth will be directed to settlement areas that:
 
  - i. have a delineated built boundary;*
  - ii. have existing or planned municipal water and wastewater systems; and*
  - iii. can support the achievement of complete communities;**
- c) within settlement areas, growth will be focused in:
 
  - i. delineated built-up areas;*
  - iv. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
  - v. areas with existing or planned public service facilities;**

*2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:*

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all*



*stages of life, and to accommodate the needs of all household sizes and incomes;*

- d) expand convenient access to:
  - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
  - ii. public service facilities, co-located and integrated in community hubs;*
  - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and**
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) integrate green infrastructure and appropriate low impact development.*

The proposed development demonstrates conformity with the relevant policies of the Growth Plan as it proposes an increase in residential density in a location which is situated within the existing settlement area and delineated boundary. Specifically, the subject lands are located within an area where this amount of density is supportable from a technical perspective by existing infrastructure and services as exhibited in the documents prepared in support of this application.

The development will support the creation of a complete community. The proposal thoughtfully creates publicly accessible spaces and includes the provision of walkways and streetscape elements that help to create a vibrant public realm – internal and external to the site. The Elevations and Renderings prepared by Gensler illustrate how the proposed buildings interact with the public streets and internally to the site. Implementation of urban design strategies and landscaping strategies will be a priority through the detailed design process in order to take advantage of the site's unique internal configuration and interaction with the public realm. The development also incorporates space for shopping opportunities which allows new residents to be able to walk to these services directly adjacent their homes, and for existing residents to continue to use similar commercial uses that they are familiar with using.

The development demonstrates conformity with the Growth Plan as it proposes transit supportive densities consistent with the level of service in this area (see Traffic Impact Statement prepared by LEA Group). Given the subject lands' location, it's accessibility to existing transit options provides an opportunity for a reduced dependence on the automobile which in turn can result in a potential reduction in greenhouse gas emissions. Further, by locating new residential areas within the urban area, these new residents have access to work close to existing employment

opportunities whether in dedicated employment character areas, nodes, or in other office and commercial settings in adjacent, or other City areas.

An attractive and continuous pedestrian realm supported by hard and soft landscaping features are guided by a combination of consulting professionals, examination of precedent setting cases around the City and previous consultation with Staff. Urban Design considerations have been an integral part and guiding principle throughout the site programming process and will continue to be a priority through the site design, and site development plan approval stages of this proposal.

The proposed development in its current configuration offers an increase in landscape or green space. This would act as a resource by contributing to the area's existing greenspace, even if only providing visual relief, as the area is largely characterized by heavily asphalted area(s). The site provides an opportunity to introduce an upgraded streetscape condition along Royal Windsor Drive, and potentially upgraded boulevards along the new proposed private roads, that aid in the rejuvenation of the area. This in turn, fosters pedestrian interaction and foot traffic. It is the intention of this design team to work with guidelines put forth by the City of Mississauga to understand and implement particular urban design strategies that will create a visually appealing internal and external streetscape catering to pedestrian comfort. This will be supported through the provision of high-quality buildings in terms of design and material, as well as building orientation and general site programming.

The proposed built form provides an opportunity to increase equity for the broader public as an apartment typically would cost less than lower density development, such as single detached dwellings, fulfills accessibility needs, and allows for residents choosing to age-in-place. As noted in the Housing Report, prepared by GSAI:

*"The range in unit sizes will accommodate a variety of household types including but not limited to individuals, couples, families, and older adults looking to age in place.... The subject property provides an opportunity to intensify the use of the site in consideration of the transit infrastructure and other area considerations. The project will support intensification and the diversification of the local housing stock in a neighbourhood."*

The proposed development further conforms to this objective by intensifying lands within the delineated built-up area. Overall, the proposed development adheres to above noted objectives by contributing to growth targets while considering the achievement of complete communities, built form, through compact and inclusive and overarching urban design practices.

Section 2.2.4 outlines policies related to Transit Corridors and Station Areas.

The location provides ease of access to multi modal transportation options and will therefore encourage residents to engage in alternative modes of transportation such as public transit and active transportation, which are both readily available in the area. Section 2.2.4 reads:

*2.2.4.1 The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas*



*on priority transit corridors, including zoning in a manner that implements the policies of this Plan.*

2.2.4.2 *For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station*

2.2.4.9 *Within all major transit station areas, development will be supported, where appropriate, by:*

*a. planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels;*

*c. providing alternative development standards, such as reduced parking standards; and*

*d. prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities*

The proposed development contemplates the intensification of an underutilized location suitable for growth. The subject property's adjacency to various transit opportunities accommodates greater densities via intensification thereby reinforcing ridership and transit usage. The proposed unit mix and unit sizes diversifies the housing stock and will generate new housing opportunities.

Existing employment opportunities and businesses, services, active transportation and recreation opportunities in the area support the additional housing proposed and its continued serviceability. Further, the subject lands fall within the 500m radius of a Major Transit Station Area as identified in the ROP and MOP. This proposal is supportive of the policies put forth in section 2.2.4 of the Growth Plan as it proposes to increase the amount of potential transit users within walking distance of the major transit station area. The subject lands have access to a variety of bus routes that connect to higher order transit modes and direct access to the Clarkson GO Station. For these reasons, the proposal demonstrates conformity with the Growth Plan's objective to promote the integration of transportation and land use planning and supports intensification objectives. The subject lands possess locational advantages related to ease of access to existing commercial uses and links to employment uses. A reduction in parking ratios has been proposed in response to area characteristics. The development offers an appropriate type and scale of intensification in the community as it will appropriately fit in with existing and from what we anticipate, proposed residential densities in the MTSA. The proposal is appropriate in its function as it utilizes lands in a Major Transit Station Area for higher density residential development.



Section 2.2.5 of the Growth Plan provides policy guidance related to Employment Areas.

The subject site was not subject to an employment lands conversion through the Region's Municipal Comprehensive Review (pursuant to policy 2.2.5.9) and therefore remains as part of an Employment Area at the Regional and Local level. That said, Section 2.2.5 of the GPGGH provides exemptions for certain Employment Areas when they are also situated within a Major Transit Station Area.

In this respect, we provide policy 2.2.5.10:

*2.2.5.10 Notwithstanding policy 2.2.5.9, until the next municipal comprehensive review, lands within existing employment areas may be converted to a designation that permits non-employment uses, provided the conversion would:*

*c) not include any part of an employment area identified as a provincially significant employment zone **unless the part of the employment area is located within a major transit station area as delineated in accordance with the policies in subsection 2.2.4.***

The site is located with a Provincially Significant Employment Zone (PSEZ) See *Figure 7 – PSEZ Mapping*. The subject site is also located within a Major Transit Station Area.

As noted in the previous section of this Report, subject lands are situated within one of the few areas that are subject to more flexible employment area policies which effectively permit for non-employment uses, within employment areas (subject to further studies at the municipal level, if/as required). In the instance of the Southdown Employment Area/Clarkson GO MTSA, a land use compatibility study was required in order to determine the appropriateness of adding additional land use permissions for sensitive uses. The land use compatibility studies conclude that this area can accommodate more sensitive, non-employment uses (see Section 4.4.4 and 4.4.5 of this Report).

In addition to the above policies which support non-employment uses in PSEZ's that are also MTSA's, we note that the definition of a PSEZ per the Growth Plan for the Greater Golden Horseshoe (GPGGH), does not restrict residential or other non-employment uses, within a PSEZ:

*Provincially Significant Employment Zones Areas defined by the Minister in consultation with affected municipalities for the purpose of long-term planning for job creation and economic development. Provincially significant employment zones can consist of employment areas as well as mixed-use areas that contain a significant number of jobs.*

Further to the definition above, a Mixed-Use Area is not a defined term in either the GPGGH or Regional Official Plan. For the benefit of the reader, and in the absence of a formal definition of Mixed-Use Area, the definition of Complete Community in the GPGGH provides some clarity on what a Mixed-Use Area may be planned to accommodate:



*Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts*

The definition of Complete Communities (GPGGH) describes mixed-use neighbourhoods as areas that may provide a full range of housing. Understanding that per the definition of a PSEZ in the GPGGH, mixed-use areas are permitted in PSEZ's and further that, mixed-use areas (pursuant to the definition of complete communities) include a full range of housing, we conclude that this type of development is entirely appropriate for these lands.

Section 2.2.6 of the Growth Plan provides policy guidance related to housing.

Policy 2.2.6.1 d) builds on the objective of previous sections and highlights the importance of utilizing land use planning tools (Official Plan designations, Zoning By-laws) in order to achieve the intentions of the relevant policy frameworks.

1. *Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*
  - a) *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
    - i. *identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and*
    - ii. *establishing targets for affordable ownership housing and rental housing;*
  - b) *identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);*
2. *Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
  - a) *planning to accommodate forecasted growth to the horizon of this Plan;*
  - b) *planning to achieve the minimum intensification and density targets in this Plan;*
  - c) *considering the range and mix of housing options and densities of the existing housing stock; and*



- d) *planning to diversify their overall housing stock across the municipality.*
3. *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*
4. *Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.*

The proposed development contemplates additional housing inventory in a location suitable for this scale of growth. The proposed unit mix and unit sizes diversifies the housing stock and will generate new housing opportunities and access thereto. As noted in the Housing Report (GSAI):

*“According to a City of Mississauga Corporate Report dated April 5, 2021 titled Official Plan Review – Scope of Work for Increasing Housing Choices in Mississauga’s Neighbourhoods Study, the average price of a detached home in the City is \$1.4 million. Further, according to a City of Mississauga Corporate Report dated February 12, 2021 titled 2020 Housing Market Update, the average rental price of purpose-built units was \$1,515 per month in 2020, indicating a 6% increase in price in 2020.”.*

The area generally demonstrates a lower proportion of apartments compared to some other neighbourhoods. Introducing this built form represents an opportunity for existing or future residents to live in this community, and to expand the possibilities of taking part in this community while enjoying a mixed use-built form which from observation, appears underrepresented in the area.

The subject lands adjacency to transit opportunities, links to major areas in the City, rationalizes the proposed residential density, parking ratio and dwelling unit typologies.

Existing employment opportunities and businesses, services, active transportation and recreation opportunities are accessible from the subject lands and will provide support for the proposed residential development, and the proposed residential development will provide support for these uses. This will contribute towards the development of a complete, healthy, active and vibrant Mississauga.

The proposal demonstrates conformity with the Growth Plan’s objective to promote the integration of transportation and land use planning and supports intensification objectives. The subject lands possesses locational advantages related to ease of access to existing commercial uses and links to employment uses. The proposal is appropriate in its function as it utilizes lands in proximity to, or



with access to, transit corridors for residential development. A reduction in parking requirements has been proposed in response to area characteristics. The technical rationale for the proposed parking reduction is provided in the Traffic Impact Statement as prepared by LEA Group.

The proposed development supports the goals of this policy through the provision of a housing option that will add to the existing housing stock. While there are existing apartments in the area, the development proposal presents a logical land use in terms of the goals, visions and objectives of the overarching land use policy frameworks related to density or intensification in strategic growth areas.

The commercial portion of the proposal will continue to contribute to the existing inventory of services in the area. The intention is to maintain the land use permissions as originally intended by the existing municipal land use designations and zoning while putting the site to better use based on its locational advantages.

In summary, the proposed amendments conform to the policies of the Growth Plan by proposing a residential density that is supportable from a technical perspective in an area where it can be supported. Therefore, these land use planning tools (Official Plan Amendment and Zoning By-law Amendment) are considered to be in conformity with the Growth Plan policies identified in Section 2.2.6.2. The proposal conforms to the intent of the Growth Plan 2020 as it provides an opportunity to contribute to the concept of complete communities and the wise consumption of land through the provision of a mix of uses in an intensified nature where it can be supported. It provides for diversity of uses in the delineated built-up area, and further will assist in both achieving density targets and help to accommodate for growth forecasts. The location of the development is ideal in terms of providing for multi-modal transportation options, including active transportation and transit which will assist in furthering Provincially defined goals.

It is for these reasons that we are of the opinion that the proposal demonstrates conformity with the policies of the Growth Plan for the Greater Golden Horseshoe and further will continue to uphold the function of the area.

#### **4.3 Region of Peel Official Plan – 2022 with Ministerial Modifications**

The Regional Official Plan is the primary long-range strategic land use policy document for the Region of Peel. It is a broad land use policy document, which provides Regional Council with a long-term policy framework for guiding growth and development in Peel Region while having specific regard for protection of the natural environment, managing renewable and non-renewable resources, and outlining a regional structure that manages such growth. It also provides guidance to the area municipalities in the preparation and implementation of their local Official Plans.

We have reviewed the most recent (April 2022) Regional Official Plan as well as the Minister's Modifications (November 2022) in order to inform this section of the Report.

It is the goal of the Region of Peel to:



- “5.1.2 To provide a diversity of healthy complete communities for those living and working in Peel Region, offering a wide range and mix of housing, employment, and recreational and cultural activities. These communities will be served and connected by a multi modal transportation system and provide an efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards, and resources and the characteristics of existing communities in Peel”*

The subject lands are within the Region of Peel’s “Urban System” shown on Schedule D: Regional Structure of the Region of Peel Official Plan (*Figure 8 - Regional Structure Schedule D*). The subject lands are situated within a “Primary Major Transit Station Area” and located west of the “Clarkson Village – Node/Centre” as shown on Region of Peel Official Plan Schedule E-2 (See *Figure 9 – Region of Peel Official Plan – Strategic Growth Areas*). On Region of Peel Schedule E-5, the subject site is designated as a Primary Major Transit Station Area and a Growth Plan Priority Transit Corridor (See *Figure 10 – Region of Peel Major Transit Station Area Mapping*). The subject lands are also located within an “Employment Area” per the Region of Peel’s Schedule E4 – Employment Areas. The evaluation of the policies related to these designations are provided below.

Section 5.3 of the Official Plan notes that the “Urban System” is comprised of a variety of communities that contain diverse living, working and cultural opportunities. The Region has general objectives for lands in the “Urban System”, which include the following:

- “5.3.1.3 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.*
- 5.3.1.4 To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*
- 5.3.1.5 To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive.*
- 5.3.1.6 To promote crime prevention and improvement in the quality of life.*
- 5.3.1.7 To recognize the integrity and physical characteristics of existing communities in Peel.*
- 5.3.1.8 To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.”*

The goal of the defined Regional Plan’s land use structure, in conjunction with the allocated growth forecasts, is to facilitate the development of healthy complete communities by offering a wide range and mix of housing, employment, recreational and cultural activities. These communities



will be served and connected by a transportation system that will enable the efficient use of land, public services, finances and infrastructure, while protecting and preserving the natural environment, respecting hazards and resources and the characteristics of existing communities in the Region. The proposed amendments will bring the subject lands into conformity with the Regional Plan by creating a transit-supportive, serviced and pedestrian friendly development containing a mix of land uses.

The proposed development conforms to the policies in the Region of Peel Official Plan as it contributes to the establishment of healthy complete urban communities through the provision of living spaces that provide an access to existing services including but not limited to, public transit, recreation and employment opportunities across the City, Region and beyond.

The proposal offers a compact urban form which efficiently utilizes the site and capitalizes on established services and infrastructure, promoting the efficient use of land. The proposal considers the characteristics of existing services in the area by providing for an increase in residential density in an area that provides access to a variety of day-to-day goods and services.

The proposal provides for transit-supportive densities in a PMTSA and will be aesthetically designed in a way that is conducive to fostering a desirable pedestrian realm, both internally to the subject lands and along the street frontages. Design techniques, such as stepped designs will be strategically implemented within the subject lands to create a space that is both intensified in terms of density, however sympathetic to the pedestrian realm.

The development will reinforce CPTED guidelines to create spaces and places where people are able to safely interact with their surroundings with a sense of security. Informal surveillance of the existing interior street frontages to the site increases CPTED considerations for the existing neighbourhood in comparison to existing conditions on the subject lands.

Policy 5.3.1.8 speaks to aging in place. Through the provision of a range of housing types with access to existing services and infrastructure, residents will have the ability to live safely with independence, within the City of Mississauga. The site will be designed to prioritize accessibility to ensure that residents are able to freely move and interact with the amenities that the site has to offer. Uninterrupted connections, posing no physical barriers, will allow residents to also access off-site amenities such as public transit. These housing types can be generally seen as more affordable than single detached dwellings, as well, making them more financially accessible.

Section 5.5, Growth Management, makes specific reference to complete communities by providing a guiding principle to the Plan, in that the decision-making process of land development, resource management and investment, is to build compact, vibrant and complete communities. Growth management policies of this Plan contribute to the achievement of complete communities within the Region of Peel.

Specifically, Policy 5.5.1 includes the following:

*“5.5.1.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification,*



*particularly the urban growth centres, intensification corridors and major transit service areas.*

- 5.5.1.3 *To manage growth based on the growth forecasts and intensification targets and greenfield density targets of this Plan.*
- 5.5.1.4 *To achieve the intensification targets while providing for sufficient greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan.*
- 5.5.1.5 *To optimize the use of the existing and planned infrastructure and services.*
- 5.5.1.6 *To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.*
- 5.5.1.7 *To protect and promote human health.”*

The above noted policies from Section 5.5 of the Region of Peel Official Plan effectively rationalize the proposed development. The lands as they exist today can be considered underutilized as related to the PMTSA designation and as exhibited by the supporting studies, can support this scale of intensification as proposed under this application. The proposal supports the creation of complete communities as it proposes a compact, well designed development catering to people at all stages of life whilst providing ease of access to services and amenities across the City and beyond. The characteristics of the proposal, such as the provision of amenity spaces, transit to access services and amenities serve to protect and promote human health. With the proposed density increase at this location, it contributes towards less pressure on growth outside of the built-up areas of the Region.

The Region’s general policies for growth management relevant to the proposed development include the following:

- “5.5.2.1 *Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and services.*
- 5.5.2.2 *Direct a significant portion of new growth to the built-up areas of the community through intensification.*
- 5.5.2.3 *Develop compact, transit-supportive communities in designated greenfield areas.*



#### 5.5.2.4 *Prohibit the establishment of new settlement areas”.*

The proposal conforms to Section 5.5.2 of the Region of Peel Official Plan by providing for new growth within an already built-up area through intensification. The proposal does not require the establishment of a new settlement area. The proposed development takes advantage of the services and amenities available in the area and will continue to serve the existing community.

The location of the subject lands offers opportunities for access to employment opportunities and access to commercial and retail services such as those located within Clarkson Village, the surrounding Southdown Employment Area, and Port Credit, to name a few. As outlined above, new growth is to be directed to the Region’s Urban System in pedestrian friendly, transit-supportive urban development as the planned project will fulfill.

Intensification is encouraged where complete communities and transit supportive development can be achieved. The proposed Official Plan Amendment and Zoning By-law Amendment will facilitate a well-designed, transit-oriented area that offers new housing options in an existing community and will therefore reinforce the complete communities objectives of the Regional Plan, specifically related to growth and intensification in appropriate areas.

Section 5.5.3: Intensification indicates that a significant portion of new growth should be directed to built-up areas, promoting compact urban form and intensification. The general intensification objectives relevant to the proposed development include the following:

- “5.5.3.1.1 *To achieve compact and efficient urban forms.*
- 5.5.3.1.2 *To optimize the use of existing infrastructure and services.*
- 5.5.3.1.3 *To revitalize and/or enhance developed areas.*
- 5.5.3.1.4 *To intensify development on underutilized lands.*
- 5.5.3.1.5 *To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian friendly urban environments.*
- 5.5.3.1.6 *To optimize all intensification opportunities across the Region.*
- 5.5.3.1.8 *To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.”*

The Region’s general policies for intensification relevant to the proposed development include the following:

- “5.5.3.2.2 *Facilitate and promote intensification*



5.5.3.2.3 *Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.”*

The proposed development conforms to the policies contained within Section 5.5 of the Region of Peel Official Plan. The subject lands are within the Urban System and direct growth to the built-up area through intensification of an underutilized parcel of land which through the proposed development, will utilize existing infrastructure and services and therefore, capitalize on infrastructure investment. The proposed development provides intensification in an area suitable for this type and scale of development when evaluated against the policies of a PMTSA.

Although the proposal includes uses and density that was not originally envisioned under the local policy planning framework, it is entirely in keeping with the broader policy planning regime and remains compatible with local policies through strategic and well thought out built form design and site programming.

The proposal supports the establishment of a vibrant neighbourhood by providing for regeneration of the subject site through creative urban design solutions, an enhanced streetscape along Royal Windsor Drive and will contribute to the overall improvement and evolution of the area by providing for a development of an appropriate scale which does not preclude nor hinder surrounding sites from redevelopment consistent with the in-effect and evolving land use policy framework.

As noted, the site is situated within a Strategic Growth Area per Schedule E-2 of the Region's Official Plan. Section 5.6.17 of the Region's Official Plan outlines objectives and policies of Strategic Growth Areas.

Relevant policies, objectives and excerpts are as follows:

*The Strategic Growth Areas identified on Schedule E-2 of this Plan, are priority areas for intensification and higher densities to make efficient use of land and infrastructure. Directing new development to these areas provides a focus for investment in transit as well as infrastructure and public service facilities to support growth in a compact urban form with a range and mix of employment opportunities and housing options and densities. These areas will be vibrant urban places for living, working, shopping, entertainment, culture, and enhanced destinations for mobility.*

*The Strategic Growth Areas identified in the Region of Peel Official Plan establish a hierarchy for which the highest densities and scale of development will be directed:*

1. *Urban Growth Centres*
2. ***Major Transit Station Areas***
3. *Nodes/Centres*
4. *Intensification Corridors*

The subject site is situated within a Major Transit Station Area, which is identified as being second to Urban Growth Centres to support higher densities and scale. Urban Growth Centres are limited in Peel and it is not feasible from a land consumption perspective nor is it a wise use of resources



(including land and utilization of infrastructure) to concentrate high-density development in the defined Urban Growth Centres. Rather, it is more efficient to guide higher density development to areas where it can be supported, which has been recognized in designating and delineating Major Transit Station Areas. Based on the heights and densities historically being approved in the Urban Growth Centres, we are of the opinion that the scale and density of this proposal represents good planning both from a City hierarchical perspective and technical feasibility perspective, as evidenced in the supporting documents.

Section 5.6.17 continues to provide the following objectives related to Strategic Growth Areas:

- 5.6.17.1 *To achieve an urban, integrated and connected system of Strategic Growth Areas that supports complete communities and multi-modal transportation options.*
- 5.6.17.2 *To direct intensification to strategic locations in the Delineated Built-up Area to maximize efficiencies in infrastructure delivery, services, and transit ridership.*
- 5.6.17.3 *To recognize that Strategic Growth Areas have varying capacities to accommodate future residential and employment growth.*
- 5.6.17.4 *To support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.*
- 5.6.17.5 *To provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.*

The proposed Official Plan and Zoning By-law Amendment(s) are consistent with the objectives set forth in Section 5.6.17. The proposal will provide for a development that is supportive of complete communities and focuses on urbanizing an area that is largely underutilized based on its suitability for development (per the Air Quality Study and other technical supporting studies) and its locational advantages related to multi modal transportation options. The MTSA (Clarkson GO) is well connected through a variety of multi modal transit networks. The proposal also supports maximization of efficiencies in infrastructure, services and transit ridership.

The proposal plans to provide employment opportunities through the provision of commercial and retail services that continue to serve the existing area.

Once the MTSA has been realized for its full development potential, the MTSA will act as a destination for residents and visitors. It is our opinion that based on the area characteristics and level of service, that the residential and non-residential split offered by this proposal is the most optimal use of land.

Section 5.6.17 continues to provide the following objectives related to Strategic Growth Areas:

- 5.6.17.10 *Encourage the local municipalities to, where appropriate, identify other major intensification opportunities such as infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields in their official plans and support increased residential and*



*employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.*

- 5.6.17.15 *Encourage the local municipalities to adopt alternative development standards and policies within Strategic Growth Areas to promote the use of active transportation and public transit, such as reduced parking standards.*

The proposal exhibits an appropriate infill intensification opportunity. It is our opinion that the site is underutilized in its current function based on its area and locational characteristics, especially when evaluated against the policies and priorities of MTSA's. The proposed residential density on this site supports the viability and investment in transit infrastructure. The site's location and accessibility to transit merit a reduced parking standard like the one proposed. This parking standard has been justified by LEA Group.

Based on the site's location within the (P)MTSA, the implementing By-laws are seen as appropriate in the context of the City and Region's visions, goals and objectives towards complete communities where residents can live, work and play while having access to higher order transit opportunities and a mix of uses in a neighbourhood wide scale.

The relevant excerpts and policies of Section 5.6.19 related to Major Transit Station Areas, per the Region of Peel Official Plan, are as follows:

*Major Transit Station Areas will be planned to create a compact urban form with a diverse mix of land uses, varied housing types, tenures, and affordability, employment, and amenities in close proximity that supports existing and planned transit and active transportation infrastructure.*

*These areas are a critical element in the Region's growth management strategy, with the potential to achieve higher densities and compact mixed-use development oriented to higher order transit. More jobs, housing, and amenities at these locations will increase transit ridership and enhance commuter travel to these locations to create vibrant destinations. These areas will also contribute to enhancing the Region's attractiveness for new employment opportunities.*

*Each station will be unique and be influenced by its local condition, growth potential and limitations. Not all stations or sites will achieve the same mix of land uses or intensity of development.*

As noted throughout this report, this development provides for an efficient, compact urban form with a mix of uses, including employment opportunities, complimented by a range of unit types and suite sizes establishing accessible and affordability in housing within the PMTSA, all while having access to existing transit infrastructure, thereby likely to increase transit ridership and enhancing commuter travel to and from the site. The uses and urban design strategies being employed on-site will create a vibrant destination which will encourage likeminded development in the PMTSA.

Based on the local conditions of the PMTSA, particularly this site's proximity to the GO station and service levels for other transit options, access to amenities, access to nodes and centres, serviceability from an engineering perspective, amongst other features, the Clarkson GO is seen as a PMTSA worthy of greater growth potential which would include a generous mix of uses and



densities. This is particularly true when evaluating the meaning of a Primary Major Transit Station Area in the context of the ROP:

*Areas delineated in this Plan that have existing or planned transit-supportive built forms and can meet or exceed the minimum transit supportive density target.*

It is our opinion therefore, that the Clarkson GO PMTSA should continue to be established as a priority PMTSA for intensification and development larger in scale to support its Regional designation as a PMTSA. This designation at the Regional level presents an opportunity for the City to capitalize on infrastructure investments and strategically located spaces and places within the City.

Objectives related to MTSA's, include:

- 5.6.19.1 *Leverage infrastructure investments by planning for transit-supportive densities and increased transit ridership within Major Transit Station Areas.*
- 5.6.19.2 *Encourage a balance mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment.*
- 5.6.19.3 *Recognize a diverse range of station typologies that accommodate increased densities and increased transit ridership.*
- 5.6.19.4 *Develop and enhance active transportation connections and infrastructure (including sidewalks and multi-use paths) to transit stations and stops to support complete communities, improve multi-modal station access, and to support the Region's modal split target by increasing transit ridership in Peel.*
- 5.6.19.5 *Support a mix of multi-unit housing, including affordable housing, rental housing and additional residential units, as appropriate.*
- 5.6.19.6 *Each Major Transit Station Area shall reflect one of the station classifications outlined below and shown on Table 5 and Schedule E-5 to support transit-supportive development and increased ridership. This will be based on the form and function of the station to be established in the official plan of the local municipality:*

*a) Primary Major Transit Station Area – Areas delineated in this Plan that have existing or planned transit-supportive built forms and can meet or exceed the minimum transit supportive density target. Primary Major Transit Station Areas are Protected in accordance with subsection 16(16) of the Planning Act.*

The proposed amendments would permit for density that leverages infrastructure investments in public transit and support increased ridership by locating more people/residents closer to the source and by locating a destination and uses closer to the source. This area can be considered an area in transition and therefore, although it may not offer all characteristics of a walkable neighbourhood



at this time, it will in the future. With more build out or development consistent with the goals and visions of PMTSA's, this area will become a walkable neighbourhood providing access to key areas such as the Clarkson Village Node and the Lake Ontario Waterfront. In the interim however, there are transit access opportunities (train, bus) and a mix of uses in the area (and within the development itself), available to support existing and future residents.

Based on the 2018 City of Mississauga Cycling Master Plan, Royal Windsor Drive is scheduled as a Capital Plan Project, proposing a Cycle Track/Separated Bike Lane spanning from Avonhead Road to Southdown Road (0.8km), picking up on Lakeshore Road West from Southdown Road to Clarkson Road (1.2km). This effectively provides users/residents with active transportation linkages to not only a PMTSA and Centre/Node, but access to transit (bus) opportunities as well. We also submit that this "link" connects to and from existing bike routes both along Royal Windsor Drive (which turns into Lakeshore Road east of Southdown Road) and Southdown Road. This provides access to many opportunities to work active transportation into peoples lives either on a work commute or through leisure. Additionally, located just north of the site is a proposed Multi-Use Trail spanning past Hurontario, terminating between Tomken and Dixie Road. Access to active transportation, in this instance, supports the Region's modal split target by providing opportunity to increase transit ridership in this area.

As previously discussed, apartment units tend to be more affordable. This development considers the introduction of 1,237 apartment units in an area supported by transit and existing and planned amenities. Affordable housing contributions will continue to be a discussion with staff, as relevant (further discussed in the Housing Report, GSAI).

As the Clarkson GO MTSA is considered a Primary Major Transit Station Area, it has permission to exceed the minimum stipulated targets if/as supportable. This proposal will assist in establishing the Clarkson GO PMTSA as a successful PMTSA in terms of accommodating growth within the Region of Peel.

Implementing policies related to PMTSA's, are as follows (consistent with the Region of Peel 2022 Official Plan and proposed Ministerial modifications from November 2022):

*5.6.19.7 Direct the local municipalities to delineate the boundaries of all Primary and Secondary Major Transit Station Areas in their official plan in accordance with Schedule E-5 of this Plan.*

*5.6.19.8 Direct the local municipality to plan to achieve the minimum density target for each Primary and Secondary Major Transit Station Area as prescribed on Table 5. It is recognized that in some cases, the minimum density may be achieved beyond the planning horizon of this Plan.*

As a PMTSA, it is our opinion that it is both logical and feasible that the Clarkson GO PMTSA exceed the minimum density allotted to it.

*5.6.19.9 Direct the local municipalities to establish policies in their official plan for each Primary and Secondary Major Transit Station Area delineated on Schedule E-5 in accordance with Section 16(16) of the Planning Act within 1 year from the date of provincial approval, to the satisfaction of the Region that addresses the following:*



- a) The minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the delineated boundary in accordance with Table 5 of this Plan;*
- b) The authorized use of land in the area and buildings and structures within the delineated boundary; and*
- c) The minimum densities that are authorized with respect to buildings and structures in the delineated boundary.*

Consistent with the above noted policies, Section 16(16) of the *Planning Act* provides that:

- (16) The official plan of an upper-tier municipality may include policies that identify the area surrounding and including an existing or planned higher order transit station or stop as a protected major transit station area and that delineate the area's boundaries, and if the official plan includes such policies it must also contain policies that,*
  - (a) identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area; and*
  - (b) require official plans of the relevant lower-tier municipality or municipalities to include policies that,*
    - (i) identify the authorized uses of land in the area and of buildings or structures on lands in the area; and*
    - (ii) identify the minimum densities that are authorized with respect to buildings and structures on lands in the area.*

Although the City has yet to confirm a preferred land use concept for the PMTSA, based on our review of the ROP in-effect policies related to PMTSA's, and the draft MOP policies, we are confident that this development and the subject property's proposed by-law amendments will generally conform to the future vision for the Clarkson GO PMTSA. We maintain our position that this proposal is appropriate strictly from an analysis of the land use policies currently in-effect (Region) and as drafted (City). In order to advance the vision for the Clarkson GO PMTSA, staff must encourage densities and developments in this area other than those that are currently envisioned under the current planning framework. It is critical that staff take this opportunity to leverage the policies surrounding strategic growth areas, specifically PMTSA's, in order to direct and manage growth in a logical manner – specifically in this instance surrounding existing transit infrastructure. The implementing land use tools (By-laws) proposed through this application can be adopted into the City's PMTSA planning process as it evolves.

Section 5.6 further provides policies related to the development within MTSA's. We note for the reader that these policies have been categorized and are not listed in this Report chronologically or alphabetically as they are presented in the ROP. We also note that these are not listed in any particular order of importance. Each policy is followed by justification on the ways that the proposal fulfills the regulation or policy.



These policies are:

5.6.19.10 *The local municipalities shall undertake comprehensive planning for Primary and Secondary Major Transit Station Areas to address the following matters to the satisfaction of the Region:*

- a) the minimum density for each Major Transit Station Area as prescribed on Table 5*
- b) the minimum number of residents and jobs that will be accommodated within the Major Transit Station Area;*
- e) the minimum height for land uses within the Major Transit Station Area*
- f) policies that prohibit the establishment of land uses and built forms that would adversely impact the ability to meet the minimum density prescribed on Table 5;*

We are of the opinion that this scale of development will support achievement of density and growth targets at the local and Regional level.

- c) the permitted uses in each station that supports complete communities;*
- d) the character of the station area or stop;*
- j) a phasing plan or strategy to ensure infrastructure and services are delivered in a manner that supports complete communities, including open space, accessible public amenities , and active transportation infrastructure;*
- k) strategies to support increased multi-modal access and connectivity to local and regional transit services in support of transit service integration;*
- p) alternative development standards to support development within all Major Transit Station Areas, such as reduced parking standards.*

This MTSA was defined as a Primary Major Transit Station Area, characterizing it as an area appropriate to provide a range and mix of uses at higher densities with area specific standards such as reduced parking standards. This proposal provides a residential density and specific development standards (found in the implementing By-law(s)) that are supportive of the transit access and serviceability available in the area. Continuing to realize the vision for the Clarkson GO PMTSA will allow it to evolve as a complete community.

- h) land use compatibility and the separation or mitigation of sensitive land uses in accordance with provincial guidelines, standards, and procedures;*



The development proposal is supported by a variety of technical studies prepared by qualified professionals. In particular, to address land use compatibility, an Air Quality Study was prepared by WSP Consulting Engineers (on behalf of the City). The Air Quality Study generally concludes that sensitive land uses can be accommodated in this area with certain mitigation measures.

*l) implementation of the Healthy Development Framework in accordance with Section 7.5 of this Plan, including but not limited to consideration of site design and urban design elements, high-quality public realm improvements, and built forms;*

The Healthy Development Framework will continue to be addressed through detailed site design and site programming. To this end, a Streetscape Feasibility Study has been prepared in order to confirm that an appropriate and desirable interface between the public right of way and private development can be achieved. Conceptual design (architecturally) and landscape plans have been prepared in support of this application, as well.

*n) land use in Major Transit Station Areas that overlap with Employment Areas which are identified on Schedule E-4 and subject to Policy 5.8.36.*

Generally, policy 5.8.36 promotes the integration of non-employment uses into Employment Areas for areas within MTSA's. This policy is further evaluated below.

Section 5.6 further provides:

*5.6.19.11 Zoning by-laws shall be updated in a manner that implements the policies of 5.6.19.9 and 5.6.19.10 within three years from the date of provincial approval of a Primary or Secondary Major Transit Station Area boundary delineation.*

*5.6.19.14 Ensure existing surface parking lots and other land uses within Major Transit Station Areas that do not meet the objectives of this Plan will be encouraged to redevelop and expansions to existing uses shall be managed in accordance with transition policies incorporated in the local official plan.*

The proposed site-specific By-law more efficiently utilizes lands within a PMTSA in a way that is generally consistent with the relevant policy frameworks. Therefore, policy 5.6.19.11 is achieved.

*5.6.19.15 Direct the local municipalities to establish policies in their official plans that identify Planned Major Transit Station Areas and protect them for transit-supportive densities, uses, and active transportation connections*

We anticipate that through the ongoing Mississauga OP review, that policies surrounding PMTSA's will continue to mature to be consistent with the vision of PMTSA's brought forth by the Province and Region. For this reason, we feel that this development proposal is appropriate.

*5.6.19.18 Until such time as the local municipality has established Major Transit Station Area policies in accordance with Section 16(16) of the Planning Act and Policy 5.6.19.9, proposed developments within a Major Transit Station*



*Area identified on Schedule E-5 shall be reviewed with consideration to the objectives of this Plan to ensure the proposed development*

- a) Demonstrates how the development will contribute to transit-supportive densities that recognizes the character and scale of the surrounding community;*
- b) Supports a compact urban form that directs the highest intensity transit-supportive uses close to the transit station or stop;*
- c) Addresses Regional and local municipal housing policies to provide a range and mix of housing options and densities, including affordable housing;*
- d) Provides an interconnected and multi-modal street pattern that encourages walking, cycling, and the use of transit and supports mixed use development;*
- e) Provides an appropriate mix of land uses and amenities that promotes transit-supportive neighbourhoods;*
- f) Implements the provision of bicycle parking, and where applicable, passenger transfer and commuter pick up/drop off area;*
- g) Prohibits the establishment of uses that would adversely impact the ability to achieve the minimum density target;*
- h) Supports high quality public realm improvements to enhance the Major Transit Station Area;*
- i) Addresses land use compatibility in accordance with the provincial policies, guidelines, and standards; and*
- j) Considers municipally initiated studies and recommendations that support the requirements of Policy 5.6.19.10.*

As noted above, the proposed development seeks to implement the Region's MTSA policies prior to the City of Mississauga completing, in full, its respective OP Review. That said, it is a requirement that the City implement a policy regime or framework that effectively implements and conforms to the new ROP. The above policy (5.6.19.18) provides guidance on this interim scenario. This development proposal supports the general land use goals, visions and objectives within PMTSA's, regardless of the timing of the application to implement the development. We are aware of the intent of the policies and directives surrounding MTSA's are largely being included or consolidated into the OP document in order to recognize a broader land use strategy used to strategically direct growth to appropriate areas throughout the City. Both the City and Region have prepared policy documents speaking to the appropriateness of a mix of uses supporting complete communities and higher densities within PMTSA's. This proposal is seen as consistent with those objectives at a high level. This is specifically evidenced in a Corporate Report related to OPA 143/144 dated April 14, 2022, provided by City staff, which stated that: *"The incorporation of MTSA policies into the Mississauga Official Plan does not represent a fundamental shift in planning direction. The City has planned for transit-supported development*



for decades. It has numerous transit-supportive strategic growth areas currently located within the proposed PMTSAs which contribute to the majority of development activity across City.”. The Report further provides that MTSA policies will allow for: “Implementation of recommendations from a number of ongoing or recently completed local area studies”. While we recognize that the Clarkson GO Master Planning study has not yet been finalized at the local, we are familiar with and confident in the spirit and intent of the MTSA policies and further, that this development proposal remains appropriate in the context of the available MTSA policies. Conclusively, we submit that it is not consistent with the goals or visions of the Province, Region nor City to delay the provision of housing in this area when it can be technically supported. Approval of this development will not hinder nor preclude the surrounding PMTSA-defined lands from developing in a similar way (ie. supportive of PMTSA policies) in the future. The proposed development conforms to these policies. Delaying the provision of housing in the area would present an inconsistent scenario related to the above noted policy framework, given that the policy speaks to, or anticipates this interim situation.

Although there are many policies found in Section 5.8 Employment Areas of the Region of Peel Official Plan, there are certain Major Transit Station Areas (identified by the Region through a Regional municipal comprehensive review), that warrant consideration for additional/alternative land use permissions beyond those which are typically permitted in Employment Areas. These policies are found in Section 5.8.36, which reads [emphasis added]:

*5.8.36 As part of a Regional municipal comprehensive review, a comprehensive evaluation of the regional Employment Area designation was conducted which identified the potential for select Major Transit Station Areas to support the integration of Employment Areas with nonemployment uses to develop vibrant mixed-use areas and innovation hubs, subject to further technical study.*

***Retail, residential, commercial, and non-ancillary uses may be permitted in Major Transit Station Areas KIT-2 Bramalea GO, LWGO-2 Clarkson GO, DUN-17 Wharton Way, QUE-9 Torbram, QUE-10 Chrysler-Gateway, QUE-11 Airport, QUE-12 Goreway, QUE-13 McVean, QUE14 The Gore, QUE-15 Highway 50, HUB-1 Bolton GO, and HUB-3 Steeles at Mississauga Road identified on Schedule E-4 – Employment Areas.***

The above noted policy generally supports the integration of non-employment uses into Employment Areas in order to develop vibrant mixed-use areas, subject to further technical studies. The policy provides that uses such as retail, residential, commercial and non-ancillary uses may be permitted in specified MTSA’s, which includes the Clarkson GO MTSA.

*5.8.37 Residential uses identified in accordance with the requirements of Policy 5.8.36 to the satisfaction of the Region shall be removed from the Employment Area designation on Schedule E-4 without the requirement of an amendment to this Plan.*



Policy 5.8.37 provides criterion that specifies when these uses may be deemed appropriate. Should those criteria be met, residential uses can be permitted in Employment Areas with no amendment required to the Regional Official Plan.

This criterion is as follows:

*The introduction of residential uses is subject to the completion of a planning study initiated by a local municipality that addresses the following to the satisfaction of the Region:*

- a) identify the area where residential uses would be permitted;*
- b) the requirements of Policy 5.6.19.9 of this Plan;*
- c) land use compatibility in accordance with provincial standards, guidelines, and procedures*
- d) an overall net increase to the total jobs planned for the Employment Area within the delineated boundary;*
- e) how the viability of adjacent Employment Areas will be protected from the impacts of sensitive land uses, including mitigation measures and at the direction of the local municipality, an assessment of various environmental considerations such as impact on local airsheds;*
- f) the mix and ratio of jobs by type (e.g. office, manufacturing, institutional);*
- g) that higher order transit is planned for the Major Transit Station Area within the planning horizon;*
- h) the development of complete communities and transit- supportive densities including employment uses; and*
- i) demonstrate how transit-supportive employment densities will be achieved.*

As we understand, since the Region of Peel Official Plan has been approved by the Province, completion of the Clarkson MTSA Study can continue to advance (which will satisfy the requirement for a municipally-led study which addresses the above noted criterion). Based on the findings of the Air Quality Study completed in support of the Clarkson MTSA work, we are of the opinion that this PMTSA can accommodate sensitive uses.

Originally, an Air Quality and Noise and Vibration Assessment was conducted by Dillion in 2019 to assess the appropriateness of sensitive uses in the MTSA. That report concluded that prior to the City undertaking studies related to land use permissions in the MTSA for parcels within a defined area of influence, further study was required. From that, an Air Quality Study (funded by land-owners) was undertaken by WSP in order to further evaluate the feasibility of more sensitive uses in the PMTSA.



As noted, the Air Quality Assessment prepared by WSP concluded that sensitive land uses were supportable in this area, subject to certain mitigation requirements. This is further discussed in Section 6.0 of this Report. We recognize that a local area plan has not yet been prepared by the City of Mississauga (policy a)) however, based on the intent of the MTSA policies at a high level and based on the locational characteristics of this site (within a Gateway location), it would not benefit the City to restrict residential uses on this site or throughout the MTSA. We anticipate that in order to hit aspirational growth targets for people/residents – which in the instance of this MTSA, can be exceeded – that a significant amount of growth would need to be accommodated over the limited MTSA lands.

We do not anticipate a significant impact on the total job yield than that which is currently provided. We anticipate that since this MTSA was targeted as subject to flexible land use policies for employment areas, that the projected or targeted employment yield (and type) was seen as reasonably able to be accommodated elsewhere within or beyond the limits of the MTSA. We do not anticipate that development of the MTSA will significantly impact the function of the adjacent employment area from a operations perspective.

Section 5.9 of the Region of Peel Official Plan outlines the transportation system in Peel as it is comprised of the network of freeways, major roads, local roads, high occupancy vehicle lanes, public transit systems, airports, rail lines, intermodal terminals, sidewalks, bikeways and trails, and transportation services that serves the communities in Peel Region. The transportation system in Peel is part of the larger network of transportation systems in the Greater Toronto and Hamilton Area (GTHA). The subject site is situated along Royal Windsor which is designated as a Major Road per the Region of Peel Official Plan (*See Figure 11 – Region of Peel Official Plan, Regional Road Network*). Southdown Road is also considered as a Major Road in the Peel Region Official Plan.

The proposed development is transit supportive as it provides direct access to both the Clarkson GO Station and Royal Windsor Drive and Southdown Road which are serviced by bus routes that provide connectivity to the immediate and surrounding area thus contributing to supporting a decrease in dependence on travel via private automobile. This ultimately affords the opportunity for residents to connect to regional transit facilities and provides connections to the surrounding Greater Toronto Area. Transit supportive intensification is therefore provided for as noted by the Regional OP in this context.

The proposed access from Royal Windsor Drive represents an existing, albeit slightly relocated and enlarged access point. As exhibited in the traffic report, traffic ingress/egress flow are expected to operate at an acceptable level over the proposed private road(s), thus supporting vehicle safety. Based on the analysis undertaken by LEA on the surrounding road network, there is sufficient opportunity for the traffic generated by the proposal to be accommodated through the existing and planned road network. Focusing on supplying TDM measures remains a priority and will be used to both reduce travel demand and redistribute preferred methods of travel.

A range of TDM measures will continue to be explored in an effort to more effectively satisfy the priorities of the Region to promote walkability and foster a desirable pedestrian realm wherein residents and users would engage in alternate modes of transportation and deprioritize travel via



private automobile. The proposal is supportable from a transportation perspective as evidenced in the report as prepared by LEA Group.

Policies and objectives of the Region, as it relates to Inter- and Intra-Regional Transit include the Following as found in Section 5.9:

#### 5.9.9 Transportation Demand Management

*5.9.9.1.1 To reduce auto dependency by promoting sustainable modes of transportation.*

*5.9.9.1.3 To maximize the capacity of the transportation system to move both people and goods.*

It is the policy of Regional Council to:

*5.9.9.2.1 Encourage area municipalities to:*

*a) Promote land uses and site design which foster the use of sustainable modes of transportation;*

#### 5.9.10 Active Transportation

*5.9.10.1.1 To increase the share of trips made using active transportation.*

*5.9.10.1.2 To encourage and support the development of a safe, attractive, accessible and integrated network of bicycle and pedestrian facilities that enhances the quality of life, and promotes the improved health, of Peel residents.*

#### Policies

*5.9.10.2.1 Work with the Province, Metrolinx, the area municipalities and adjacent municipalities to integrate pedestrian and bicycle networks into transportation planning to:*

*a) Provide safe, attractive and accessible travel for pedestrians and bicyclists within unities and new development; and*

*b) Provide linkages between intensification areas, adjacent neighbourhoods and transit stations*

*5.9.10.2.4 Encourage the area municipalities to promote land uses which foster and support the use of active transportation.*

The proposed development conforms to the policies of Section 5.9 of the Region of Peel Official Plan. The Major Roads provide access to the subject development and facilitates the movement of people and goods and offers opportunities for inter and intra-regional connections. The proposal



incorporates priority elements such as short- and long-term bicycle parking opportunities, whilst the location provides for encouraged transit usage and ridership.

The policies above pay specific regard to moving people in and around the Region of Peel efficiently while avoiding prioritization of single-occupant automobiles, capitalizing on transportation infrastructure and recognizing the integration of transportation planning and land use planning. Therefore, intensification of the existing site, paired with permissions for a broader range of land uses is consistent the policies of the Regional Official Plan. As noted, the site is and is planned to be well connected with a multi-modal transportation system which is inclusive of transit opportunities (Train, Bus) as well as active transportation options. These options will effectively provide for inter and intra Regional connectivity.

The density proposed supports the public investments in the existing transit network and will facilitate the creation and maintenance of healthy and complete communities located along the Urban System of the Region of Peel. It is for these reasons that we are of the opinion that the proposed Official Plan and Zoning By-law Amendment demonstrate conformity with the policies of the Region of Peel Official Plan.

Based on the above, the proposed Official Plan Amendment and Zoning By-law Amendment conform to the policies of the Regional Plan as it will assist in facilitation of healthy and complete communities located with a PMTSA and along corridor within the Urban System of the Region of Peel.

#### **4.4 City of Mississauga Official Plan – In Effect**

The City of Mississauga Official Plan (the “MOP”) provides direction for the next stage of the city’s growth and articulates a vision for a future Mississauga through specific guidance for both the public and private sectors in the ongoing evolution of the city. The City of Mississauga Official Plan is currently undergoing a Municipal Comprehensive Review to update the current policies to guide the city’s development to the year 2051, as required by Provincial legislation.

At this time, the Draft MOP has not been completed in full. It is our intent that this application be reviewed in accordance with ongoing work to advance this Official Plan. After our review of the draft MOP policies available to date, we submit that it is appropriate that we review both the in-effect MOP policies and draft MOP policies as the subject lands and greater area (MTSA) will be impacted by the draft MOP policies if they come into force generally as presented in the draft MOP. For clarity, the in-effect MOP at the time of authoring this report (Office Consolidation October 21, 2021) as well as those draft MOP policies available publicly at the time of authoring this report, have been evaluated. Section 4.5.1 will evaluate the In-effect MOP policies. Section 4.5.2 will evaluate the draft MOP policies (available at the time of authoring this report).

The MOP provides policies to manage and direct the physical change of the city and the effects of such change on the social, economic, cultural and natural environment as well as to set out the goals, objectives and policies to guide future development, redevelopment and intensification within the City. It also forms the basis for detailed land use designations and urban design policies.



As required by Sections 2 and 3 of the Planning Act, the following sections demonstrate how the proposed Official Plan and Zoning By-law Amendment applications aligns with the overall objectives and policies of the City of Mississauga Official Plan and demonstrates how the specific height and density policies applicable to the subject lands can be brought into conformity with the PPS, Growth Plan and Region of Peel Official Plan.

#### **4.4.1 City of Mississauga Official Plan (Office Consolidation October 21, 2021)**

Section 4.4 the *Guiding Principles* of the MOP outline the following policies relevant to the proposed development:

*“4.4.6 Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life;*

*4.4.7. Mississauga will support the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression and inclusiveness;”*

The subject site and greater area are envisioned by both the Province and the Region to host a higher density and mix of uses so to capitalize on the locational advantages and serviceability. The diversification in residential unit sizes and types provided through this proposal will support housing accessibility for residents (existing and future) through all stages of life. The interconnectedness of the site with the balance of Mississauga and beyond via multi modal transportation will allow residents and visitors access to the immediate and greater community.

Through thoughtful urban design strategies and employment of best practices, paired with deliberate site programming, the development proposal will contribute to the future of the PMTSA, acting as an instrument in mobilizing, inspiring and advancing the vision for the Clarkson GO Station PMTSA planning process.

Section 4.5 *Vision* of the MOP outlines the following policies related to the proposed development:

*“Mississauga will direct growth by:*

- *focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, services and facilities;*
- *achieving balanced population and employment growth.*

*Mississauga will complete communities by:*

- *promoting an urban form and development that supports public health and active living;*



- *ensuring that communities include or provide easy access to a range of uses and services required to meet all or most of the daily needs of residents through all stages of their lives; e.g., housing, transportation, employment, recreation, social interaction and education;*

*Mississauga will create a multi-modal city by:*

- *developing and promoting an efficient, safe and accessible transportation system for all users;*
- *promoting a transportation network that connects nodes with a range of transportation modes, to reduce dependency on cars for local trips;*
- *promoting transit as a priority for moving people;*
- *implementing a viable and safe active transportation network for cyclists and pedestrians of all abilities;*
- *encouraging transportation demand management (TDM) practices;*
- *developing an integrated and seamless network of mobility transportation hubs and higher order transit stations*

The proposed development promotes a desirable urban form and is located within an area that is well served high order transit (Clarkson GO, as it has its own dedicated right-of-way) and is in close proximity to alternative, existing transit options. Per Schedule 6 – Long Term Transit Network (See Figure 12 – Mississauga Official Plan, Long Term Transit Network), the Clarkson GO is a “Potential Mobility Hub”, a “Existing Mississauga Transit Terminal” and “Existing Commuter Rail Station” that connects to other existing Mobility Hubs (located at Hurontario and Lakeshore) that run both north-south and east-west, through Mississauga, greater Peel Region, and beyond. Proximity to these key components of Mississauga’s Long-term Transit Network provides a connection for this development to local and inter-regional transit options making this proposed development highly transit supportive.

The current proposal promotes transportation demand management practices through the provision of long and short term bicycle spaces, uninterrupted pedestrian pathways, proximity to existing transit options and the provision of an upgraded streetscape. The site will be designed with specific regard to urban design guidelines that support pedestrian oriented development.

Intensification is a major goal of the Official Plan. That focus is to ensure that growth is managed to reduce the need to expand the Region's urban boundary and to minimize the infrastructure requirements of new development, including hard and soft infrastructure such as transit, schools and water and waste water systems.

The proposal is located adjacent to existing uses/services and facilities that contribute to the development of a complete and healthy community. The proximity of existing services and



amenities and the mix thereof provides the future residents with ease of access to these services.

The proposal supports the City's objectives for complete communities inclusive of appropriately scaled high-density with access to a mix of uses in the area. The proposal is appropriately located along corridors which provide access to both basic and luxury services and amenities. The proposed development allows future residents and visitors to be able to utilize the multi-modal network which exists today and to take advantage of infrastructure proposed in the future.

While we recognize that this site is located within an Employment Area, it is at the direction of the Region that certain MTSA's be explored to host alternative uses while achieving a balance of population and employment. We understand that the City is yet to complete its OP review process, however, with the tools and direction from the Province and Region, we are confident that the City will implement, consistent with the Provincial and Regional direction, appropriate land use designations and implementing policies to realize the vision and intent of the PMTSA.

*Mississauga will build a desirable urban form by:*

- *ensuring that the urban form of the city (e.g., buildings, streets, streetscapes, landscapes, public spaces such as parks and squares, infrastructure) contributes positively to everyday living in Mississauga;*
- *promoting an urban form that will address the live, learn, work and play needs of present and future generations;*
- *creating vibrant mixed-use communities; and*
- *using placemaking initiatives to support active living and improved public health, comfort and social interaction in the city."*

The redevelopment of the subject site will positively contribute to everyday living in this area by providing access to services and amenities and rejuvenating an area that is largely characterized by heavily asphalted areas and industrial uses. The location of the subject lands also presents a unique opportunity for the site to act as a transitional buffer from the industrial lands to the west, supporting public comfort.

The rejuvenation of the subject site creates a more desirable visual impact by improving streetscape presence and fostering a more desirable pedestrian realm through strategic building façade improvements and landscaping strategies. For the new residents, they will have access to a living opportunity in an area serviced by public spaces including parks, amenities and access to transit infrastructure. The proposal will add to beautification of the area and improve the street presence of the site through infill.

The proposed urban form provides for increased opportunities for living by providing for an increased range and inventory of housing. The development proposal will provide more opportunities for more residents to access school facilities, employment opportunities and parks



and recreation opportunities. The current residents will also continue to benefit from the proposed uses.

The development proposal ultimately contributes to the creation of a vibrant mixed use community by providing for a range and mix of housing types, non-residential (commercial, retail) uses and open space recreation opportunities. The amenity areas and landscaping amenities such as benches, etc. promote social interaction in the City.

The subject lands are located proximally to existing services and facilities that contribute to the development of a complete and healthy community. The proximity of existing services and amenities and the mix thereof provides the future residents with access to these services without the requirement to engage in lengthy private automobile travel. Through intensification of this site, the link between the two adjacent major nodes is strengthened and the route servicing these nodes is put to better use. Meaning, by placing new development along a corridor that provides connection(s) between existing nodes, unnecessary or diverted, extensive trips or routes to access service in those nodes is lessened. The available transit opportunities may experience increased usage as well, ultimately reducing reliance on private automobiles or where not possible, reducing the total distance travelled to these nodes, by concentrating people in convenient locations providing an ease of access to available services and amenities.

The proposed development promotes transportation demand management (TDM) practices through the provision of long and short term bicycle spaces, uninterrupted pedestrian pathways, proximate to existing transit options. The proposed development will be designed with specific regard to urban design guidelines that support pedestrian oriented development. The proposed development includes connections to existing sidewalks and nearby public transportation systems thereby encouraging walking and engagement with public transit as priority options for alternative modes of transportation.

The proposed development supports the City's objectives for complete communities inclusive of appropriately scaled residential density with access to a mix of uses in the greater area. The proposal is appropriately located along suitable corridors which provide access to services and amenities. The proposed development allows future residents and visitors to be able to utilize the multi-modal network and serve to bolster modal split and to foster long term transit use. It is also an example of an area appropriate for intensification based on the technical feasibility.

This area represents an appropriate location for infill within the City of Mississauga to assist in accommodating the forecasted growth. It does not require any encroachments into ecological functions. The development proposal does not pose a risk to public health and safety as exhibited through the technical studies. There are no impacts from the development which cannot be mitigated or managed through onsite improvements. The development proposal puts to better use transit services and infrastructure and surrounding community amenities such as public parks, libraries and schools. The proposal will provide accessibility both physically through site design and socioeconomically by providing a more affordable type of built form in an area that is well serviced, thus meeting the long term needs of residents.

This proposal is consistent with the City's recent shift, being considered through the MTSA study to consider the elimination of the segregation of land uses, towards complete communities where residents can live, work and play while having access to higher order transit opportunities. The City of Mississauga, in the past, has directed growth and development in a manner which isolates or segregates certain uses from each other, such as employment uses and residential uses. We believe that there is an opportunity to recognize the subject lands in the context of the changing nature of the City of Mississauga, specifically when evaluated against evolving economics and land use planning which prioritizes a sustainable jobs/housing balance. Moving forward with a strategic land use planning approach and pursuant to Regional and Provincial policy directives, we anticipate that the City will prioritize integrated living where residents' jobs are local and reflect that in the MTSA planning exercise. This vision is only possible through the strategic use and implementation of land use planning tools (i.e., Official Plan designations, Zoning By-law permissions) which better realize the vision for the City.

The lands generally located west of Avonhead Road have historically been developed for employment uses which are mostly industrial in nature. However, the lands immediately south, east and south-east of the subject lands (east side of Southdown Road and south of Royal Windsor Drive/Lakeshore Road West) currently provide for a mix of uses such as residential, recreation, retail and commercial uses. This affords the subject lands a unique opportunity to be redeveloped in a way that takes advantage of the existing mixed-use character of the area and to act as a transitionary land use between the Clarkson-Lorne Park Neighbourhood and the westerly portion of the Southdown Employment Area.

Section 5.0 focuses on where to direct growth and provides the following policies and objectives applicable to the proposed development:

5.1.3 *Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:*

- a. protect ecological functions, public health and safety;*
- b. utilize existing and proposed services and infrastructure such as transit and community infrastructure;*
- c. minimize environmental and social impacts;*
- d. meet long term needs;*
- e. build strong, livable, universally accessible communities; and f. promote economic prosperity.*

5.1.6 *Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.*



- 5.1.9 *New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.*

The proposed development conforms to the section 5 policies of the MOP as the location is appropriate for development as it will utilize existing servicing and infrastructure. Further to this, the vision for an MTSA has been established as appropriate for higher-density residential uses and a mix of uses, whereby the height and density permissions have been identified as central to the planned urban form and function of the MTSA. While we recognize that this vision for MTSA's has not been, to date, implemented or codified in the City of Mississauga Official Plan, we are confident that the implementing by-laws illustrate a scenario that is generally consistent with the future MOP.

The compact nature of the proposed development is in an appropriate location to take advantage of existing day-to-day services as well as employment opportunities within proximal distance, or that are accessible via transit options.

The proposed development promotes a desirable urban form and proposes an appropriate mix of land uses based on its serviceability. The subject lands are adjacent to existing transit options providing inter and intra regional transit connections.

Section 5.3 The City Structure organizes the city into functional areas to establish the framework for planning policies that will guide development. The subject site is situated within the Urban System (See *Figure 13 - City of Mississauga Official Plan Schedule 1 – Urban System*). Further, Schedule 1B: Urban System – City Structure identifies the following elements of the City Structure:

- Downtown;
- Major Nodes;
- Community Nodes;
- Corporate Centres;
- Neighbourhoods;
- Employment Areas; and
- Special Purpose Areas.

The subject lands are located immediately west of the Clarkson Village Community Node area. The Clarkson Village Community Node Area (regulated by Section 14.2 of the Mississauga Official Plan) is bound by Southdown Road to the west. As such, we feel it is prudent to point out some of the urban design policies associated with the Clarkson Village Community Node as there is a physical and visual interface condition between the MTSA and Node area. In terms of providing for superior urban design, it is our opinion that the delineation of a specific area (such as a Community Node, in this instance) does not absolve the greater or immediate surrounding area from responding to the vision for that particular area. For clarity, we feel that there has to be



regard for the broader urban design vision beyond the boundary of the subject lands, so not to create a blunt segregation of uses which does not support the creation of harmonious, complete communities within the City. In this instance, the Clarkson Village Community Node and the Southdown Employment Area (further discussed below) are separated by Southdown Road. Traditionally, there are vastly different urban design visions for both the areas (per their MOP designations) which do not present a desirable urban design situation. Per policy 14.2.1.1;

*“Clarkson Village Community Node is to transition into a pedestrian friendly and transit supportive community full of activity places and gathering spaces, with a mainstreet atmosphere found amidst new, contemporary, mixed use, development paying tribute to the Village's heritage and character.”*

It is critical for placemaking, beautification and gentle transition – which all foster a desirable pedestrian realm – that, physical interface(s) between areas are carefully addressed, notwithstanding the fact that areas throughout the City may serve a different fundamental purpose or function. We are of the opinion that the subject site presents an opportunity to act as a transitionary buffer from the employment lands situated further west, to the lower intensity Clarkson Village Community Node.

Moreover, the Clarkson Village Community Node has established precincts to control urban design measures. The lands located within the Clarkson Village Community Node, furthest west (at the intersection of Lakeshore Road and Southdown Road) is called the “West Gateway Precinct”. An important Urban Design policy of this precinct provides:

*“New development will maintain the existing height transition with the highest built form at the west end, closest to the Clarkson GO Transit Station, and lowest building heights at the east end, adjacent to the CN Rail overpass and the Historic Village Precinct”*

This provision of height nearest the GO Transit Station, on the westerly periphery of the Community Node, further evidences that a greater height in and around the intersection of Southdown Road and Royal Windsor Drive and/or Lakeshore Road is appropriate. This suggests that concentrating greater heights (than those existing or permitted within the Community Node) within the Clarkson MTSA is an appropriate and logical approach to land use planning and represents an appropriate physical and aesthetic transition from a planned, higher density strategic growth area to a lower intensity Community Node.

As evidenced in the supporting technical reports/drawings, the proposed heights are appropriate in consideration of these transitions in support of the City Structure in the MOP and can be generally supported from an urban design perspective.

Section 5.3 of the Mississauga Official Plan speaks to Directing Growth throughout the City. Specifically, Section 5.3.6 speaks to Employment Areas. We note that Section 5.3 was amended by MOPA 143 and/or 144 and are not consolidated in the in-effect MOP. The updates from OPA 143/144 are reflected in these policies as cited in this Report.

Relevant policies are as follows:



- 5.3.6.1 *Mississauga will maintain an adequate supply of lands for a variety of employment uses to accommodate existing and future employment needs.*
- 5.3.6.2 *Mississauga will maintain a sustainable, diversified employment base by providing opportunities for a range of economic activities.*
- 5.3.6.5 *Conversion of lands within Employment Areas will only be permitted through a municipal comprehensive review outside of Protected Major Transit Station Areas.*
- 5.3.6.8 *Land uses serving the residential population of the city will be discouraged and only permitted where a use is beneficial to the city and cannot locate in a residential area due to land use conflicts or the unavailability of a suitable site. Acceptable locations for these uses will be identified through a municipal comprehensive review and local area plans*
- 5.3.6.9 *Additional development within Employment Areas will be permitted where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.*

The Region of Peel has undertaken technical studies to ensure that an adequate amount of employment areas/opportunities are provided and subsequently provided directive policies for employment areas which will be able to accommodate alternative uses (such as residential). Policy 5.3.6.8 does not prohibit residential uses in an Employment Area. We note that the current Southdown Local Area Plan also does not prohibit residential uses (we are directed to apply the policies of the Southdown Local Area Plan per Chapter 17 Employment Areas of the MOP). We anticipate that through the City-initiated preparation of a master plan for the Clarkson GO MTSA (a local area plan), that a mix of uses, including residential, will be permitted on the subject site. Locating residential uses, particularly of this nature, on the subject site is beneficial to the City in terms of providing housing and access to infrastructure. The City is attempting to intensify on lands in the built up area and this development proposal represents a suitable site for that densification. Therefore, it is our opinion that the subject site does not require a formal employment lands conversion in order to have additional land use permissions including residential pursuant to the above policy 5.3.6.8. The proposed Official Plan Amendment would effectively permit for the proposed uses within an Employment Area by providing specific “*notwithstanding*” language to address the restrictions on residential uses under Chapter 17 Employment Areas<sup>1</sup>, which we believe, still maintain and respect the intent and spirit of the policies surrounding Employment Lands which are also MTSA’s. While we maintain our position

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<sup>1</sup> Refer to Policy 17.1.4.2 of the Mississauga Official Plan (Consolidated). This is also discussed in a forthcoming section of this Report.

that it is feasible from a policy perspective (with amendments) to permit the proposal, should the City see fit through its local area planning that an employment conversion may be required, this can be done through a City-initiated amendment either as part of the OP review or in parallel with this development application.

With specific regard to policy 5.3.6.5, we note that the Region suggests that employment land conversions can happen outside of the MCR process if they are located within a Protected Major Transit Station Area. This was adopted by the City through OPA 143. The previous policy provided no exceptions or specifications to areas that could be considered for conversion outside of a MCR process. OPA 143, added specificity which ultimately excludes employment lands that are in Protected Major Transit Station Areas from being subject to a conversion through the MCR process. The planning rationale provided by staff aimed to clarify that the requirement for a conversion through a MCR process is no longer applicable for lands within PMTSAs as long as they can satisfy the conversion policies of the Growth Plan.

The Growth Plan policies related to conversion are found in policies 2.2.5.9 and 2.2.5.10.

Section 2.2.5.9 reads:

*The conversion of lands within employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that:*

- a) there is a need for the conversion;*
- b) the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;*
- c) the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;*
- d) the proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and*
- e) there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.*

And policy 2.2.5.10 reads:

*Notwithstanding policy 2.2.5.9, until the next municipal comprehensive review, lands within existing employment areas may be converted to a designation that permits non-employment uses, provided the conversion would:*

- a) satisfy the requirements of policy 2.2.5.9 a), d) and e);*
- b)*



*b) maintain a significant number of jobs on those lands through the establishment of development criteria; and*

*c) not include any part of an employment area identified as a provincially significant employment zone unless the part of the employment area is located within a major transit station area as delineated in accordance with the policies in subsection 2.2.4.*

In order to address 2.2.5.10a), we provide the following analysis.

The subject site is located within a PMTSA that was deemed appropriate for alternative, non-employment uses (at the Regional level) confirming it is suitable to accommodate a broader range of land uses. In turn, by permitting non-employment uses, the Region has not relied on these lands to fulfill Regional growth targets and thereby, are not required to be exclusively planned for employment uses, addressing policy 2.2.5.9 a). The Region's policy planning amendments related to non conventional employment uses in employment lands also satisfy 2.2.5.9 d). The development application would continue to provide jobs and represents a small portion of the greater Southdown Employment Area and as such, we believe will not impact the viability of the balance of the employment area.

In response to 2.2.5.9 e), we provide *Figure 2 – Neighbourhood Context Plan* and *Figure 4 – Parks and Open Spaces* to illustrate that there are existing amenities in the area to support the applications. We are also aware that through preliminary discussions with the City, staff will be seeking parkland as part of the Clarkson PMTA Master Planning process.

With respect to 2.2.5.10 b), the lands currently offer limited employment opportunities. Residential uses, as demonstrated through census tract data, provide employment opportunities. The development proposal also includes 990.34m<sup>2</sup> of retail and live-work units which also provide jobs. Through the proposed uses contemplated through the Zoning By-law amendment, employment opportunities will continue to be provided onsite.

Regarding 2.2.5.10 c), since the subject site is located within a Major Transit Station Area, it can be considered for a conversion, notwithstanding it is part of a PSEZ.

As noted above, in light of the approval of the 2022 ROP, the City will need to undertake their own policy planning (particularly through the Clarkson MTSA study) in order to finalize land uses, densities and built form provisions – pursuant to the Regional directives discussed above.

Section 5.4 Corridors outlines the ways in which Corridors connect various elements of the city to each other. Corridors will be designed to evolve and accommodate multi-modal transportation and specific densities and land uses in accordance with the City Structure element to which they are located in. In this case, the subject lands are situated along Royal Windsor Drive which is a designated "Corridor" (See *Figure 14, Schedule 1c Urban System – Corridors*).



Section 5.4 Corridors<sup>2</sup> reads:

- “5.4.1 A Corridor is generally comprised of the road right-of-way as well as the lands on either side of the road. The Corridors are shown conceptually on Schedule 1c: Urban System - Corridors.*
- 5.4.4 Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.*
- 5.4.10 Local area reviews will consider the appropriateness of transit supportive uses at the intersection of two Corridors. Local area policies may permit additional heights and densities at these locations provided that the development reduces the dependency on cars and supports the policies of this Plan.”*

As per the policies in Section 5.4 as outlined above, the proposed development is appropriate based on its location situated along a Corridor (frontage on the north side of Royal Windsor Drive), and location within a Protected Major Transit Station Area. As outlined above, these areas are intended to serve at higher densities than others throughout the City and Region. This development is appropriate as it is located proximal to transit and is served by existing commercial and retail opportunities. These policies specifically speak to areas outside of protected major transit station areas – making them a special exception to certain height and density policies (changes implemented through OPA 143/144).

The implementing by-laws will provide for a development that is compact and offers a mix of uses. The development will be appropriate in the context of the Southdown Employment area as it offers alternative uses on the periphery of an Employment Area. This is especially appropriate when understanding that immediately east of the property (albeit on the opposite side of Southdown Road) there is a Community Node which provides for a different urban design and pedestrian context.

OPA 143 amended Table 5-5 to be consistent with the new PMTSA policies of the OP which speaks to building heights and densities amongst other things. It is our opinion that that decision making related to permitted heights and densities within strategic growth areas are best evaluated on a site-by-site basis (reviewed through a development application). This method affords staff the opportunity to review and comment on the appropriateness of development proposal(s) through the development application review process. Arbitrarily capping height in strategic growth areas ultimately undermines the purpose of long-term, sustainable planning and contravenes the objectives, direction, and visions of Provincial and Regional policy directives.

Additionally, through the Ministerial review of the Region’s OP, it is noted that the Minister purposefully struck out Regional direction to lower tier municipalities which required them to

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<sup>2</sup> For the benefit of the reader, some policies of this Section were amended by MOPA 134 and/or 144 and are not consolidated in the in-effect MOP. The updates are reflected in these policies as cited in this Report



introduce maximum heights in PMTSA's. We interpret this to mean that the prescription of restrictive heights in strategic areas is largely an outdated view on land use planning and further, we feel that there is missed opportunities to capitalize on public infrastructure investments (transit, services etc.) and appropriately allocate growth to target areas, consistent with broader, critical Provincial, Regional and Municipal policies. The establishment of maximum heights in PMTSAs, where compact, mixed-use, transit-supportive development is to be directed, has significant implications on the achievement of a number of Provincial objectives. As illustrated in Figure 5-5 of the MOP, sites within Employment Areas which are also considered PMTSA's have no height specifications at this time and will be determined through the associated PMTSA work. There is no height cap for this particular site imposed through associated Schedule 11-R of OPA 143/144 (See Figure 15 – OPA 144 Schedule 11R - Clarkson GO PMTSA).

The proposed Official Plan amendment is seen as consistent with the intentions of Section 5.4 of the MOP by providing for intensification in a suitable area which is well serviced by existing infrastructure and capitalizes on public sector investments.

Section 5.5 Intensification Areas speaks about directing future growth within the City of Mississauga to intensification areas which area areas to be developed at densities which are high enough to support frequent transit service and a variety of amenities. Intensification areas particularly promote the efficient use of lands through developments that involve multi storey buildings and structured parking facilities. An Intensification Area is defined as:

*“means the lands within approximately 200 to 300 metres of the centre line of roads identified as having the potential for higher density mixed use development consistent with planned transit service levels.”*

Embedded within the Policies of Section 5.5 is also the reference to MTSA's being identified as designated Intensification Areas. Therefore, the policies of Section 5.5 of this Plan, are relevant.

Policies<sup>3</sup> relevant to the proposed are as follows:

*“5.5.1 The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, and **Protected Major Transit Station Areas**, as shown on Schedule 2: Intensification Areas.*

*5.5.3 Intensification Areas will be planned to reflect their role in the City Structure hierarchy.*

*5.5.5 Development will promote the qualities of complete communities.*

The City's hierarchy identifies Major Transit Station Areas as the second focus area for intensification, following Urban Growth Centres. The policies found in new (or renumbered)

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<sup>3</sup> For the benefit of the reader, some policies of this Section were amended by MOPA 134 and/or 144 and are not consolidated in the in-effect MOP. The updates are reflected in these policies as cited in this Report



Section 5.5 as implemented through OPA 143/144, have been recently amended (August 2022) to include PMTSA's as areas targeted for intensification. This affords PMTSA's the unique benefit of providing for strategically located densities beyond that which may be permitted as of right or beyond the long-standing 25 storey height cap found in the MOP. In order to facilitate and manage growth appropriately, it is critical that areas such as PMTSA's be capitalized on, ultimately reflecting their role in the City's hierarchy and where there is an opportunity to develop complete communities.

It is our opinion that the proposed amendments successfully implement the goal or vision of the Clarkson GO MTSA becoming a Complete Community (per the direction of 5.5) by providing for a mix of uses, and ultimately contributing to an area which will evolve to provide same, including links to transportation options, public service facilities amongst other necessities for daily living. In terms of the context of this Complete Community, staff have the opportunity to take a progressive approach to land use planning by evaluating the proposed heights and densities from a technical perspective rather than evaluating the application under preconceived standards.

*5.5.6 Development applications within Intensification Areas proposing a change to the designated land use, which results in a significant reduction in the number of residents or jobs that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review.*

*5.5.7 A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas.*

Permission for non-employment uses in specific MTSA's has been considered by the Province and Region. It has been determined that the Clarkson GO PMTSA, located within an Employment Area, can accommodate a mix of uses with no requirement for an amendment through a formal MCR process, as stated above.

The proposed development continues to provide employment opportunities and is introducing residents thus not resulting in a significant reduction in residents or jobs.

At this time, we understand that the City of Mississauga is undertaking its respective Official Plan Review including the Clarkson GO Master Planning study to determine alternative uses in the area. This application can be concurrently processed with the ongoing City policy review as the proposal introduces a mix of uses including a residential/commercial (retail and live work) building, as encouraged in intensification areas. Appropriateness and details of the amendments can continue to be perfected with emerging MOP policies. We firmly believe that this development is a logical use of land consistent with Provincial and Regional policies, to which the City is required to conform with. Therefore, the proposed development satisfies policies 5.5.6 and 5.5.7.



Based on the findings of the technical reports including the Air Quality Study, paired with our understanding of the land use policies associated with Intensification Areas, and particularly Major Transit Station Areas, we cite the following policies in support of the development application:

- 5.5.8 Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.*
- 5.5.9 Intensification Areas will be planned to maximize the use of existing and planned infrastructure.*
- 5.5.14 Pedestrian movement and access from major transit routes will be a priority in Intensification Areas.*
- 5.5.15 Intensification Areas will be served by transportation Corridors containing transit and active transportation and may contain higher order transit facilities.*
- 5.5.16 Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/dropoff areas.”*

The proposal before staff successfully implements the above noted policies by providing for development at a higher density to support transit and active transportation usage, ease of accessibility for pedestrians and maximize the use of existing and planned infrastructure.

- 5.5.13 Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies.*

As noted throughout this Report, we feel that policy 5.5.13 is counterproductive to the goals and objectives outlined for MTSA's as envisioned at the Provincial, Regional and Local level. This MOP review process offers an opportunity for the City to remove restrictive policies such as 5.5.13 and utilize the development application review process in order to determine appropriate heights and densities.

The development proposal conforms to the above noted policies and further to the intention of the Mississauga Official Plan by providing intensification in an area that is well serviced by existing services and amenities, is colocated with a mix of uses or provides ease of access thereto, utilizes the capacity of existing infrastructure, prioritizes pedestrian connectivity and usage of public transit options and contributes to the intended character of a PMTSA and Intensification Area.



Section 5.7 of the Mississauga Official Plan prescribes the following policies related to Major Transit Station Areas<sup>4</sup>. The following is relevant:

*Major Transit Station Areas are to be developed to accommodate future growth with a balance of residents and jobs through a diverse mix of land uses, housing options, tenures and affordability, employment, and amenities that support existing and planned transit and active transportation infrastructure. Major Transit Station Areas are generally areas within an approximate 500 to 800 metre radius of a transit station or stop, primarily along existing or planned transit corridors, representing about a 10-minute walk.*

*Each Major Transit Station Area 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...*

The introductory statements of Section 5.7 lay out a vision for MTSA's to accommodate future growth with a diverse mix of land uses (including housing options) which support investments in existing and planned transit and active transportation infrastructure. We both acknowledge and agree that each MTSA presents different opportunities and constraints to accommodate future development. In the context of the subject site, within the Clarkson GO MTSA, we are of the opinion that this MTSA presents a unique opportunity to capitalize on investments in public infrastructure through intensification and diversification of uses and that the proposed amendments implement this vision through the provision of a mix of uses in an optimal location, related to its service levels.

*The following policies implement a framework to facilitate transit-supportive development in Major Transit Station Areas across the City. They include policies for authorized uses of land, buildings and structures, building heights and densities in accordance with the Planning Act. Additional policies may be developed for each Major Transit Station Area, and included in other sections of this Plan; they will be determined through City-initiated studies.*

- 5.7.1.5 *To facilitate and guide future development, additional City-initiated studies may be prepared for Protected Major Transit Station Areas. The Council approved recommendations of these studies will be incorporated into this Plan, where appropriate. These studies will set out, among other matters, policies to support:*
- a. appropriate mix of land uses and amenities that foster vibrant, transit-supportive neighbourhoods;*

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<sup>4</sup> For the benefit of the reader, Section 5.7 was amended by MOPA 134 and/or 144 and are not consolidated in the in-effect MOP. The amendments are reflected in these policies as cited in this Report.



- b. development to accommodate growth that recognizes the character and scale of the surrounding community;*
- c. improved access and connectivity to transit stations and stops;*
- d. an interconnected and multi-modal street network that encourages walking, cycling and the use of transit;*
- e. high quality public realm improvements;*
- f. land use compatibility and the separation or mitigation of impacts on sensitive land uses in surrounding areas*

As noted throughout this Report, the Clarkson GO MTSA is subject to further policy planning analysis. The latest study related to Air Quality (discussed in this Report) is currently under review by staff. Based on our review and evaluation of the Study, we are of the opinion that this area can reasonably accommodate sensitive land uses and in turn, support an appropriate mix of land uses that support transit supportive neighbourhoods in a way that is contextually appropriate in terms of massing and scale. The development proposal will contribute to a higher quality public realm through strategic design and create a better, more desirable and appropriate interface with the uses located on the east side of Southdown Road. It is anticipated that the site located immediately to the east of the subject site (including those properties extending north to the south limit of the driveway servicing the GO Station) will redevelop in the future.

- 5.7.2.1 The authorized uses of land are as identified by the land use designations shown in Schedule 11: Protected Major Transit Station Areas referenced in Table 5-2: Protected Major Transit Station Areas. The associated land use permissions are as per Part 3: Land Use Designations of this Plan, and applicable Local Area Plans.*

The subject site is proposed to retain its Mixed-Use Designation within the MOP. The proposed OPA will invoke site specific amendments in order to accommodate for the development proposal. We anticipate that the Local Area Plan (Southdown) will also be amended as part of the MOP review.

- 5.7.2.2 Redevelopment within Mixed Use and Downtown Mixed Use designated lands that results in a loss of non-residential floor space, will not be permitted unless it can be demonstrated that the planned function of the non-residential component will be maintained or replaced as part of the redevelopment.*

- 5.7.2.3 Maintaining the non-residential planned function means providing:*
- a. a concentration of convenient, easily accessible office, retail and service commercial uses that meet the needs of local residents and employees; and*
  - b. employment opportunities, such as office, recreation, and institutional jobs.*



The development results in a loss of non-residential floor space. Notwithstanding this loss, we are of the opinion that the nature of the uses proposed to replace these uses are better suited to accommodate or fit with the future of the MTSA. The opportunity or benefits associated with the redevelopment of the site and greater MTSA, in our opinion, outweigh the current level of service or benefits yielded by the existing commercial plaza. We are of the opinion that not all methods of evaluation can be reasonably constrained to quantitative measures. In this respect, we are of the opinion that the qualitative benefits of the redevelopment outweigh the net loss in non-residential GFA, when evaluated against the policies of a MTSA and the prescription of the policy provided under 5.7.2.3. Policy 5.7.2.3 provides that the uses “meet the needs of local residents and employees”. It is anticipated that this development will continue to function and meet the needs of existing residents in a similar way as the existing development. The uses will also support future residents. It is also anticipated that a similar employment yield will come from the non-residential uses. The buildings themselves will also employ people for the purposes of building maintenance, as well as some residents.

*5.7.2.4 Development will contribute towards the creation of transit-supportive communities by:*

- a. including a broad and balanced mix of land uses, with a range of residential and non-residential uses;*
- b. providing housing choices to facilitate affordable housing options with a mix of tenure, affordable rental and ownership options for lower and middle income households;*
- c. including a range of employment uses to achieve a well balanced mix of office and retail uses;*
- d. recognizing that some Protected Major Transit Station Areas will have limited opportunities to accommodate a mix of uses and varying building forms due to the existing and planned context;*
- e. undertaking required land use compatibility assessments as identified by the City;*
- h. providing high quality pedestrian-friendly public realm improvements to enhance connections to transit stations; and*
- i. providing high quality pedestrian-friendly public realm improvements to enhance connections to transit stations.*

The development proposal includes residential uses, which contributes the mix of uses in the MTSA, as a limited amount of residential is located within the MTSA. The proposed residential mix will provide options for various levels of incomes. The surrounding area and uses incorporated into the proposal will continue to generate jobs and employment opportunities. As some MTSA's may not be as well suited or able to accommodate this scale and density of buildings, it is critical that the City prioritize growth and density where it can be accommodate. As referenced throughout this report, the proposed development will provide for public realm improvements which will continue to transpire beyond the site throughout the transition of the MTSA.



- 5.7.3.1 *The required minimum residents and jobs combined per hectare for each Protected Major Transit Station Area are shown in Table 5-2: Protected Major Transit Station Area.*
- 5.7.3.2 *New development will be planned for, in conjunction with existing development densities, to achieve the minimum residents and jobs combined per hectare, through the building height requirements shown in Schedule 11: Protected Major Transit Station Area, and the minimum Protected Major Transit Station Area Floor Space Index (FSI) shown on Table 5-2: Protected Major Transit Station Area.*
- 5.7.3.3 *The minimum FSI will be achieved over the long-term, and is a cumulative measure of planned density across the lands within a Protected Major Transit Station Area. Individual development proposals do not need to meet the minimum FSI target.*
- 5.7.4.1 *Minimum and maximum building heights for Protected Major Transit Station Area are shown 6.1 on Schedule 11: Protected Major Transit Station Area and referenced in Table 5-2: Protected Major Transit Station Area.*

The subject site is not subject to any maximum building heights.

- 5.7.5.1 *Development will ensure compatibility with surrounding areas by mitigating impacts to and not interfere with existing or future operations of adjacent uses in Employment Areas and employ appropriate mitigation and compatibility measures as identified and secured through the development application review process.*
- 5.7.5.2 *Sensitive land uses, including residential uses, proposed outside of and adjacent to or near to Employment Areas, (including lands designated Industrial or Business Employment) or within the influence area of major employment facilities will need to demonstrate, to the satisfaction of the City, that:*
  - a. the use is appropriate in accordance with the policies of this Plan and subject to land use compatibility assessments, which may be subject to third party peer review retained on behalf of the City at the applicant's expense;*
  - b. the recommended mitigation measures which contribute to an appropriate living environment have been implemented; and*
  - c. the use would not adversely affect the overall viability of the employment area.*

This area is largely in transition and it must be acknowledged that the nature of the area will continue to change in response to the new Provincial, Regional and MOP policies for PMTSA's. While we acknowledge that the Clarkson GO PMTSA will advance through a more scoped land

use planning process to identify land use permissions, we are of the opinion that based on our evaluation and analyzation of the PMTSA policies, that the proposed amendments will implement a development proposal that is consistent with the vision for the PMTSA and will not impact the viability of the employment uses to the west which may be planned to be maintained into the foreseeable future. Of note, the PMTSA was subject to a number of land use compatibility studies that concluded that sensitive uses are supportable in the PMTSA.

- 5.7.6.1 *In addition to the Urban Form policies in Section 9 of this Plan, additional policies, built form standards and guidelines may be developed, and determined through future studies and Local Area Plan reviews.*
- 5.7.6.2 *Developments will:*
- a. minimize surface parking;*
  - b. ensure that where structured parking is proposed, incorporate other uses, such as residential and non-residential, along the periphery of the structure at ground level; and*
  - c. provide a high standard of public and private realm streetscape design that is coordinated and comprehensive, which includes street furniture, public art, building forecourts, open space, transit shelters, bicycle parking, tree planting, and the sensitive placement of utilities with consideration for the public and private realm.*

The urban design elements of the development proposal will continue to advance throughout the life cycle of the project. The consulting team has made considerable efforts to implement best practices including incorporation of policies of Section 9, and to compliment the historical significance or character of the Clarkson area. The proposal has minimized surface parking, strategically located non-residential uses along active street frontages, and provided a high standard of design.

- 5.7.7.1 *The existing transportation network will be strengthened and expanded with new roads and streets, pedestrian and mid-block connections, and multi-modal access to higher order transit stations and stops.*
- 5.7.7.2 *Development will contribute to an interconnected street pattern that is multi-modal, which encourages walking, cycling and the use of transit.*
- 5.7.7.2 *Pedestrian and cycling routes will be prioritized and located strategically to ensure safe, seamless, unobstructed and efficient access from new and existing developments.*

The development proposal proposes a road network that is supportive of the above noted policy through the provision of a road network and maintaining the existing private laneway. The proposal also includes or encourages multi modal transportation options and provides for continuous connections between the GO station and surrounding public ROWs. The application intends to relocate an as of right Metrolinx easement to the west edge of the property, along the



proposed road (which also extends across the northerly portion of the property) to ensure continued permanent access for use of the GO station lands by the public.

Section 6.0 Value the Environment provides the following policies:

- 6.2.5 *Mississauga encourages the retrofitting of existing buildings and developed sites to be more environmentally sustainable.*
- 6.2.7 *Mississauga will require development proposals to address the management of stormwater using stormwater best management practices.*
- 6.2.8 *Mississauga will encourage the use of green technologies and design to assist in minimizing the impacts of development on the health of the environment.*
- 6.2.12 *Mississauga will encourage tree planting on public and private lands and will strive to increase the Urban Forest canopy*

The proposed development will generally support and implement the guiding principles outlined in Section 6.2 Value the Environment, where feasible. In order to address LID and sustainability features, certain strategies will be incorporated into the development proposal, as detailed in the “List of Low Impact Design Features” submitted in support of this application. These proposed features will continue to be established through the detailed design, or Site Plan Approval stage and incorporated into the plan(s) where feasible.

Section 6.10.3 outlines Road Noise – as intensification occurs along corridors and community nodes, road noise will increasingly be a cause of concern for the surrounding residents. It is important to pay attention to site planning and building design to mitigate noise levels where feasible.

- “6.10.3.3 *Development with a residential component such as dwellings, or any development which includes bedrooms, sleeping quarters, living rooms or reading rooms which will be subject to high levels of traffic noise, will only be permitted if it includes structural features which result in interior noise levels that comply with the indoor standards specified by the applicable Provincial Government environmental noise guideline.*
- 6.10.3.4 *Where residential and other land uses sensitive to noise are proposed within 500 m of a freeway, 250 m of a provincial highway or 100 m from other roads, development proponents will be required to submit detailed noise studies delineating mitigative noise measures required to meet Provincial Government and Region of Peel noise guidelines. The recommendations of the approved reports are to be implemented as conditions of development.*

- 6.10.3.6 *A feasibility and/or detailed noise impact study prepared to analyze the impacts of road noise on a development are to incorporate the ultimate Annual Average Daily Traffic (AADT) for the road.*
- 6.10.3.7 *As a condition of approval of development applications, notice will be given by the developer to the purchasers and tenants of existing and potential impacts of the right-of-way and the maintenance of the required abatement measures.”*

As indicated in the Noise Feasibility Study, the site will operate at acceptable levels with the appropriate noise mitigation factors in place. Through the detailed design process, we expect that a more detailed noise feasibility study will be prepared in order to respond to the development characteristics, as they continue to evolve through design exercises.

Section 7.0 Complete Communities discusses policies regarding meeting the housing needs of people of all ages, abilities, and income groups, along with providing opportunities for residents, protecting and enjoying the city’s cultural heritage, providing the inclusion of art and culture and creating areas that foster community identity. The goal of these policies is to create inclusive communities where people are connected, supported and allowed to flourish.

- “7.1.1 *Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.*
- 7.1.2 *The creation of complete communities and the implications for public health will be considered by Mississauga when making planning decisions.*
- 7.1.3 *In order to create a complete community and develop a built environment supportive of public health, the City will:*
- a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;*
  - b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;*
  - c. encourage environments that foster incidental and recreational activity; and*
  - d. encourage land use planning practices conducive to good public health.*
- 7.1.4 *Mississauga will raise awareness of the link between the built environment and public health.*

- 7.1.6 *Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.”*

The proposed development incorporates the characteristics of a complete community by providing residential development that can be served by existing services and amenities and is accessible by foot, bicycle or transit options already existing in the road network. The proposal presents a compact urban form, providing a mix of land uses will contribute to the future walkability of the area for existing and future residents and ensure that the needs of residents will be met, within the greater area and within the neighbourhood as the MTSA will eventually have a new land use planning framework and with new development as it continues to evolve. The future residents will also have the advantage of being in close proximity to transit opportunities to connect them to the City and beyond.

The designs submitted in support of the proposed development incorporate an urban fabric (i.e. framed streetscape) with high quality urban design considerations that include: no exposed parking areas to public street frontages aside from layby spaces which provide for a more modern, urban feel; consolidated service and access areas for blocks; and, minimal setbacks to public streets. The frontage along Royal Windsor Drive will be treated as a main façade, incorporating special design considerations while the frontages to the west, north and east will also contain upgraded façade treatments as they will be cited along future ROWs.

With respect to the above noted policy 7.1.6, we submit that with introduction of these new unit types and sizes, housing affordability is promoted, providing more opportunity for future residents and first time buyers to enter the market. For these reasons, we are of the opinion that the proposal meets with the policy framework outlined in section 7.1.6.

Policies regarding housing relevant to our proposed development are as follows:

- “7.2.1 *Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents*
- 7.2.2 *Mississauga will provide opportunities for:*
- a. the development of a range of housing choices in terms of type, tenure and price;*
- 7.2.3 *When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.*
- 7.2.4 *Mississauga will ensure that the quality and quantity of the existing housing stock is maintained.*



7.2.5 *The onus will be placed on the applicant/developer to address Provincial and Regional housing requirements.*

7.2.8 *Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged.*

The above noted policies related to housing are supported by the proposed development. Various unit sizes and an increase in housing stock is supportive of the vision for the City of Mississauga and Region of Peel.

The proposal will not only increase the inventory and variety of housing options throughout the City of Mississauga and Region of Peel but also provides opportunity for more affordable units, effectively supporting the general intent of Provincial, Regional and Municipal Policies related to the provision of a range of housing options in appropriate locations.

The Clarkson Lorne Park Neighbourhood (bound by Southdown Road at the westerly limit) as defined in the MOP character area delineation contains a predominance of lower density built forms. Detached built units represent over 56%, semi-detached units are just under 14% with row townhouses just over 12%. These three built forms represent over 82% for the entire community. Apartment built form when in larger buildings is just over 7% of the Clarkson Lorne Park area while if including all apartment units types, increases to 8.6%. It should be noted that existing apartment sites in the community are very sparse throughout the community as seen in Figure 3 albeit some of them are near the Lakeshore West railway line north of the subject site. There are also apartment buildings across Southdown Road.

The subject site is also west of the Clarkson Village Community Node. In this character area, the apartment built form represents over 76% of the total built units. However, when considering the total amount of residential area and units across both Clarkson Lorne Park and Clarkson Village Community Node, all apartment units (2060 units) represent just under 15% of the total residential building inventory.

For the reason that the proposal maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of existing and future residents we feel that the proposal is supportive of the above noted policies from section 7.2.

Chapter 9 of the MOP, Build a Desirable Urban Form, sets out a policy framework which speaks to principles associated with building a desirable urban form.

The following is noted:

“9.1.8 *Mississauga will transform the public realm to create a strong sense of place and civic pride.*

9.1.9 *Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.*



- 9.1.10        *The city vision will be supported by site development that:*
- a. respects the urban hierarchy;*
  - b. utilizes best sustainable practices;*
  - c. demonstrates context sensitivity, including the public realm;*
  - d. promotes universal accessibility and public safety; and*
  - e. employs design excellence*
- 9.1.11        *A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.*
- 9.1.13        *Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.*
- 9.1.14        *Mississauga may undertake or require studies that develop additional policies, guidelines and design control tools that may contain more specific urban form requirements.*
- 9.1.15        *New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities.”*

The proposed development is consistent with the above noted policies related to the creation of a desirable urban form as it proposes buildings that are strategically oriented, stepped and aesthetically designed to foster non-invasive sightlines, preserve significant views (i.e to Lake Ontario Waterfront), create a sense of place and use of the buildings and landscaping to frame streets.

Along the Royal Windsor frontage, the built form positioning and mass is meant to provide a street wall treatment with a minimum setback to the street, and provision of an animated architectural façade to enhance the streetscape. The same, or similar treatments will be refined through the Site Plan process for the other 3 frontages proposed to frame the future ROWs. Design excellence is expressed in both the building and site programming but also in the proposed streetscapes, internal roadway design, the building massing and conceptual elevations.

The infill site development details consider urban hierarchy. The project proposes built form and building heights which we anticipate are conducive with the conditions anticipated in this area. This proposal is therefore appropriate for infilling in this MTSA when evaluated against the goals and visions for MTSA’s in the future. Further, the proposed heights are appropriate for this corridor and intensification area location which also provides place making opportunities between a heavier employment area and community node east and west of the subject lands.



The proposed amenity area is located on the 8<sup>th</sup> floor – both indoor and outdoor. This will provide a staggered articulation and break up the street wall to create a more visually stimulating development, characteristic of its location within a Gateway (which is discussed below in the MOP section of this Report). The area will be supported by CPTED considerations and the concept of eyes on the street, allowing users and residents to feel safe. The interior of the site in terms of streetscape treatment, as well as the building materials used for construction will harmonize beautification and intensification in an area supportive of this scale and type of density.

As mentioned throughout this report, pedestrian connectivity and engagement with the space has been a priority throughout site design. The location and continuous sidewalks encourage active transportation and allow users to engage with public transit without having to rely on a private automobile for ease of access. It has also been noted that the intensification or density proposed can take advantage of immediately proximate transit connections which supports the corridor and transportation functions of the surrounding Major Roads (regionally defined) and the MTSA. As briefly discussed above, as part of the City's 2018 Cycling Master Plan, the City is looking to improve on multi-modal transportation options such as trails and shared routes on adjacent streets which will support alternative transportation and the engagement with same.

Per Schedule 1C of the Mississauga Official Plan, Royal Windsor Drive is considered a "Corridor" (See *Figure 11 – City of Mississauga Official Plan Schedule 1C – Urban System, Corridors*). Section 9.2.2.6 of the Official Plan provides policies related to development on Corridors. Relevant policies in Section 9.2.2.6 read:

**9.2.2.6      *Development on Corridors will be encouraged to:***

- b. face the street, except where predominate development patterns dictate otherwise;*
- c. not locate parking between the building and the street;*
- d. site buildings to frame the street and where non-residential uses are proposed to create a continuous street wall;*
- e. provide entrances and transparent windows facing the street for non-residential uses;*
- f. support transit and active transportation modes;*
- g. consolidate access points and encourage shared parking, service areas and driveway entrances;"*

The proposed building orientation, along the right of ways, create a desirable street frontage by having walls that are designed to be perceived as "front walls" facing the street.

All parking for residents is proposed underground. There is limited at grade parking proposed to support the non-residential uses, consistent with the intent of the above noted policies. The lay-by parking and internal laneway proposed to bisect the site creates a woonerf design scenario which is designed to promote active streets that encourage pedestrian foot traffic through strategic design and traffic calming measures to create a perceived sense of safety. The continuity also promotes access to and from the site via multi modal transportation options.



The design of the site supports urban design objectives for the provision street walls and general beautification strategies as detailed in the supporting studies. This was purposefully proposed in order to create an active street front with an animated interface along the prominent frontages. Specifically, all of the retail portion of the development is located along the Royal Windsor frontage, welcoming pedestrian foot traffic in from the right-of-way and easily accessible to those engaging with public transit.

As illustrated on the Site Plan and Landscape Plan, site access points have been consolidated to a single access off of Royal Windsor Drive and a secondary access from the proposed internal, private roads which should assist in filtering vehicular traffic to and from the site. All access points are connected through the entirety of the site which assists in way finding and an efficient use of space. Throughout the detailed design of the site, the team will continue to employ policies from the Mississauga Official Plan and draw from best practices from other design guidelines, as feasible.

Section 9.4.1 Transit and Active Transportation describes the way that the City will work to prioritize or encourage multi-modal transportation options. Policies in 9.4.1.3 read:

*“9.4.1.3 Development will support transit and active transportation by:*

- a. locating buildings at the street edge, where appropriate;*
- b. requiring front doors that open to the public street;*
- c. ensuring active/animated building façades and high-quality architecture;*
- d. ensuring buildings respect the scale of the street;*
- e. ensuring appropriate massing for the context;*
- f. providing pedestrian safety and comfort; and*
- g. providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.*

*9.4.1.4 Development will provide for pedestrian safety through visibility, lighting, natural surveillance and minimizing vehicular conflicts.”*

The development proposal has intentionally located the appropriate form or building type along the street edge.

The proposed building heights and the transitions presented through this development proposal are appropriate in the current area context. Based on the intent and vision of MTSA’s, and the Ministerial direction to not prescribe heights, visa-vis the Regional Official Plan in MTSA’s, it is very clear to us that there is an intent to allow flexibility in height permissions based in area specific or site-specific attributes. In our opinion, and based on the information provided throughout this report as well as the general goals and visions provided by the Province, Region and City, we are confident that this PMTSA is an appropriate location

The parking spaces and proposed underground garage entrance are proposed away from the Royal Windsor Drive street frontage to minimize pedestrian and vehicular interaction. Internal to the site



however, there are at grade short term parking spaces. The automobile traffic internal to the site will be subject to traffic calming measures, creating a pedestrian friendly space with cross walks and soft and hard landscaping features which will be strategically chosen and placed, creating a fulsome internal design which compliments the building façade. The majority of parking, both for vehicles and bicycles remains underground and ample visitor bicycle parking is available in easily found and identifiable locations throughout the site thus promoting multi-modal connectivity.

In terms of design, the proposal will provide for an attractive streetscape through soft landscaping features and proposing minimal setbacks to right of ways, where appropriate, creating attractive street walls. The proposed building will provide pedestrian access to the commercial units from Royal Windsor Drive.

The architectural design includes a distinctive articulation of residential amenity spaces at the 8<sup>th</sup> storey and proposes an attractive mix of materials to add visual interest and appropriate human scale to the design adjacent to the public areas along the multiple (future) road frontages. Opportunities for CPTED and sustainable management practices have been considered at this time but will be further explored during detailed site design.

Where possible, front doors have been situated to face public streets (or privately owned streets, designed to act like public streets). This has been prioritized for publicly accessible spaces/units within the development such as the foyers (common area for residents) and the retail/commercial spaces.

The proposal will conform to the MOP by providing for the appropriate utilization of strategically significant lands, which in turn will contribute to a more high-quality public realm through revitalization of the existing streetscape and contribute to the evolving nature of the Clarkson MTSA. These lands serve as a strong candidate for higher density mixed use in view of the locational advantages – i.e. proximity to transit, services and major roads. The residential intensification will support the intentions of the MOP by efficiently and responsibly utilizing lands fit for this type of development. The development of the subject lands will adhere to the applicable design guidelines, where feasible, including those speaking to the configuration of the building on site, to provide the benchmark for future development in the MTSA area and manage any perceived visual impacts on adjacent lands.

Section 9.5 discusses site development and buildings. The following policies relate to the proposed development and its relation to the existing and proposed public realm.

*“9.5.1.1 Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.”*

A key point in this policy is reference to “planned character of the area”. Although there is no Master Plan available for the MTSA, we anticipate that this work will be completed in the near future by the City consistent with the direction of the Region. In the interim, we have employed an assessment and evaluation of the available policies related to MTSA’s and general urban design best practices amongst other City directives and utilized our knowledge on same – in collaboration



with the consulting team – in order to come up with a development proposal that we believe can be implemented and be consistent with the future MOP policies and directives found therein related to building and site design. That said, approval of the implementing By-laws will not restrict the City from providing comments through site design – subject to the language and restrictions found in Bill 23. We have also spoken to the appropriateness of the heights, scales and densities throughout this report as related to the area outside of the MTSA. In this respect, further policies provide:

- 9.5.1.2 *Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:*
- d. street and block patterns;*
  - e. the size and configuration of properties along a street, including lot frontages and areas;*
  - f. continuity and enhancement of streetscapes;*
  - g. the size and distribution of building mass and height;*
  - h. front, side and rear yards;*
  - i. the orientation of buildings, structures and landscapes on a property;*
  - j. views, sunlight and wind conditions;*
  - k. the local vernacular and architectural character as represented by the rhythm, textures and building materials;*
  - l. privacy and overlook; and*
  - m. the function and use of buildings, structures and landscapes.*
- 9.5.1.3 *Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.*
- 9.5.1.4 *Buildings, in conjunction with site design and landscaping, will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces.*
- 9.5.1.5 *Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights*
- 9.5.1.11 *New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare”*

Similarly, Section 9.5.2 Site Development provides:

- “9.5.2.2 *Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:*



- a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe;*
- b. fronting walkways and sidewalks with doors and windows and having visible active uses inside;*
- c. avoiding blank walls facing pedestrian areas; and*
- d. providing opportunities for weather protection, including awnings and trees.*

9.5.2.3 *Development proponents will be required to ensure that pedestrian circulation and connections are accessible, comfortable, safe and integrated into the overall system of trails and walkways.*

Rationale related to Section 9.5 (cited above) has been provided throughout this report.

The proposed development achieves integration with the surrounding area by recognizing the location of existing residential areas and using this consideration to inform the architectural design and massing of the proposed buildings. We recognize that a key consideration when accommodating intensification is achieving compatibility in the context of the planned function of the site and the surrounding area. Consistent with policy 9.5.1.5, as the site is situated within an Intensification Area (see *Figure 16 – City of Mississauga Official Plan Schedule 2 – Intensification Areas*), the proposed redevelopment of this site represents an appropriate scale.

We are of the opinion that the proposal offers a means of rejuvenation and beautification to the existing site and by extension, the existing area thereby enhancing the existing development in the area both functionally and visually.

Based on the site's location along a Corridor and within the Clarkson GO MTSA, we are of the opinion that the proposal achieves the intent of the City's hierarchy. We are of the opinion that the design, including massing, density and scale, of sites situated along Corridors and within MTSA's specifically, should be evaluated on a site-by-site basis. In this instance, the sites locational advantages afford it a unique opportunity to support intensification of this scale. We believe that restricting heights is an underutilization of lands serviced by existing infrastructure and further, would be inconsistent with the Local, Regional and Provincial policies related to leveraging opportunities for infill development in strategic areas. The development presents the opportunity to provide for a contextually appropriate development that still respects the City Structure hierarchy and the evolving nature of MTSA's as strategic growth areas.

We are of the opinion that through the site specific regulations we are meeting the general intent of the policies found in 16.1.2 by providing intensification and thoughtful transitions to the existing neighbourhood(s), while generally achieving the policy intentions for residential uses, particularly apartment uses, along corridors and within MTSA's.

Further to the above general policies, Chapter 11 General Land Use Designations of the Mississauga Official Plan provides the following direction:



*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.*

As noted, the subject site is designated Mixed-Use on Schedule 10: Land use Designations (See Figure 17 – City of Mississauga Official Plan Schedule 10, Land Use Designations). Schedule 1b: Urban System identifies the subject lands as Employment Area. Further, the site is also situated within the Southdown Employment Area per Chapter 17 of the Mississauga Official Plan. A discussion on the MOP designations, is provided below.

Presently, the subject site is designated as Mixed-Use under the City of Mississauga Official Plan. Per Section 11.2.6.2 of the Mississauga Official Plan:

*11.2.6.2      The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses.*

We believe that per Section 11.2.6.2 and further to the rationale provided above for mixed use areas representative of Complete Communities per the GPGGH, the proposal can maintain the Mixed-Use designation however with the addition of site-specific policies, tailored to the implementation of the development proposal.

We are directed by 11.2.6.2 to include a “mixture of permitted uses” within the Mixed-Use designation, however there is no explicitly prescribed requirement for the amount or location of permitted uses to be provided in conjunction with the residential uses. Based on the language and intent found in the policy, we are of the opinion that maintaining this designation is an appropriate approach to permit for the proposed development and best reflects the intended function of this site, particularly when evaluated against the planned function of a PMTSA. There is no restriction on Residential uses per the Mixed-Use designation, as implemented by Schedule 10. Maintaining maximum flexibility for uses within an MTSA is a logical approach to strategic land use planning.

*11.2.6.3      Developments that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation.*

With respect to policy 11.2.6.3, we understand that the City of Mississauga has not formally released the draft policies associated with same. That said, we submit that the Residential land use designation(s) in the MOP do not provide enough flexibility to support the range (prescribed under Section 11.2.5) of uses envisioned for an MTSA. It is for this reason that we have proposed to maintain the Mixed Use land use designation as the permissions under the Mixed Use designation better align with the vision and intent for MTSAs.



Chapter 17 of the MOP provides policies for Employment Areas. Chapter 17 also outlines specific Employment Area precincts – including the Southdown Employment Area. We note that there are no area specific policies for the Southdown Employment Area captured within Chapter 17 of the Official Plan and therefore, we are need to rely on the policies found within the Southdown Local Area Plan (LAP) and the general policies found in Section 17.1.1 of Chapter 17, related to Employment Areas.

*“Official Plan Policies for lands within the Southdown Employment Area are contained in the Southdown Local Area Plan.”*

While the LAP policies will be discussed below, it is important to address the relevant policies of Chapter 17.1, which include:

### *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.*

*17.1.4.2 Notwithstanding the Mixed Use policies of this Plan, the following uses will not be permitted:*

#### *a. Residential.*

An amendment to Chapter 17 of the Mississauga Official Plan will be required in order to permit for the proposed development, considering there is a specific prohibition on residential uses. We have proposed a special site area within the LAP in order to address this which effectively states that notwithstanding the policies found in 17.13.1 and 17.1.4.2, residential uses will be permitted.

We note that within the policies of Chapter 17, we are directed as follows:

*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.*

OPA 143 introduced PMTSA’s into the City Structure hierarchy to facilitate and guide transit-supportive development. There is a clear intent to prioritize these areas for a mix of uses. While mixed use per Chapter 17 Employment Areas restricts residential uses, residential uses will be contemplated through the ongoing City policy planning conformity exercise. In order to permit or implement this, we have appended a Draft OPA.

Another element of the Official Plan we must address is the Southdown LAP.



Section 2.0 Purpose of the LAP provides:

*The purpose of the local area plan is to provide clear direction for development and to address the unique circumstances within the area and adjacent communities.*

*The policies contained in this document advance a continuation of this role with the intent to also improve the appearance and relationship of the area with the surrounding residential communities in a sustainable and environmentally sensitive manner.*

*...the Local Area Plan recognizes that Lake Ontario represents one of the great natural features in Mississauga and needs to be elevated in profile and promoted as an important place for public gathering.*

Section 2.0 recognizes that the LAP, notwithstanding its designation as an Employment Area, does have a physical relationship with the adjacent residential areas which warrants a certain level of consideration. It also recognizes that the LAP contains lands extending south to the Lake Ontario Waterfront and that Waterfront area should be promoted as a place for public gathering. In our opinion, in order to satisfy the extracts taken from Section 2.0, above, transitional policies to address the adjacent residential uses and the introduction of more flexible land use permissions to make the area more appealing and in turn facilitate pedestrian foot traffic within the area and public gathering at the waterfront could be employed to achieve this. It can be expected permitting for higher density residential uses, viewsheds toward the water could be leveraged.

Section 7.0 Vision of the LAP provides:

*The vision also acknowledges the importance of the Lake Ontario waterfront. It advocates a high quality environment with improved urban design consisting of pedestrian and transit supportive development which is environmentally sensitive and sustainable.*

Section 8.0 Urban Design of the LAP provides:

*Emphasis is also placed on the importance of connectivity to the waterfront with overall enhancement of the pedestrian environment, encouraging accessibility, direct linkages and area vibrancy*

The concepts suggested in the rationale provided above would effectively support the direction provided in 7.0 Vision and Section 8.0 Urban Design, as cited.

It appears that the LAP acknowledges that the Southdown Employment Area is a long-standing, established employment area, however there is an opportunity to transition or evolve in order to leverage the locational characteristics, while having regard for the existing and continued industrial operations. While we understand that some of the employment uses within the area are likely to continue over the longer term, the subject site (and lands situated within the MTSA) are appropriately identified as candidate lands for redevelopment to create an area with a mix of uses that supports accessibility and linkages throughout the City whilst bolstering the areas future identity as PMTSA or prominent area by providing for vibrant redevelopment opportunities.



The following are identified as specific Urban Design statements to guide the vision of the LAP:

*“...create community identity and character by promoting distinctive built form, a high quality public realm and landscaping that define the image of the community. This would include provision for significant gateways on Royal Windsor Drive and Lakeshore Road West through built form and/or landscape components.*

*Enhance Southdown Road and Winston Churchill Boulevard as both visual and physical connections to Lake Ontario and the waterfront parks by means of streetscape, scenic views, focal points, view corridors and improve pedestrian and cycling access”*

The proposal creates a more desirable public realm by providing for high quality urban design and landscaping features along the Royal Windsor frontage (as exhibited in the Streetscape Feasibility Study), as well as throughout the site and on the future street frontages. The applicability of the Gateway policies within the OP/LAP are provided below. The subject site is proximal enough to a prominent or major intersection and view corridor to Lake Ontario that it should be prioritized for redevelopment that supports pedestrian interaction, active transportation and generally a more animated public realm which will be provided through architectural excellence and streetscape upgrades.

*“...development should have regard for heritage resources and features, including those with industrial significance, to form the evolving basis of a distinct community character and identity”*

The proposal has carefully considered and respected the distinct history associated with the Southdown Employment Area.

*“....mature trees and vegetation should be recognized for providing important environmental benefits and contributing to aspects of roadside character along Royal Windsor Drive, Lakeshore Road West and the presentation of the Lake Ontario waterfront”*

We recognize that there are certain street frontages which warrant special consideration throughout the City. As provided for in the Streetscape Feasibility Study, the Royal Windsor Drive frontage will receive an upgraded boulevard treatment.

*“...development will consider adjacent residential communities regarding scale and built form, and provide appropriate landscape buffers and interfaces between uses”*

As provided throughout this Report, the proposed development creates a better scenario and provides opportunity to provide a better transitional scenario to the existing residential uses on the east side of Southdown Road. At this time, the change in uses from the east and west sides of Southdown Road is abrasive and does not foster a gentle, harmonious community. Through redevelopment of the Clarkson GO MTSA, beginning with the subject site, there is an opportunity to soften the transition through appropriately scaled and designed built form.

*“...development should consider sustainable building practices (i.e. green roofs and development performance standards), environmentally enhanced construction standards, energy efficiency and site development strategies to reduce stormwater run off, hard surface pavement and the heat island effect.”*

Redevelopment of the subject site provides an opportunity to employ sustainable building practices. As outlined in the LID/GDS features memo provided in support of this application, this proposal has incorporated, where feasible, these features. The site as it currently exists is fully asphalted, therefore, by way of the introduction of green features and open spaces, the proposal is effectively bettering the current situation.

Section 9.0 provides for general Urban Design statements to implement the vision for the LAP.

Section 9.1 Community Pattern provides:

*“continuous sidewalks and open spaces should be provided on new public streets that link into the greater arterial road network and the Waterfront Trail located along the edge of Lake Ontario”*

and,

*“new streets should support a pedestrian and transit friendly environment connected to the Waterfront Trail, where possible”*

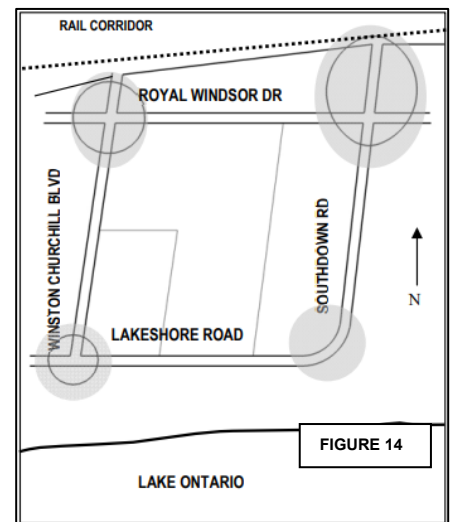
The new private roads will provide contiguous pedestrian connections to the existing public streets that connect the area with the major destinations in the area – such as the Lake Ontario Waterfront.

Figure 14 (right) of the LAP shows Gateway Locations. Gateway locations are, in short, major intersections which should have substantial built form with landscape treatments and landmark quality architecture.

*“at entry locations, encourage development to form gateways that are substantial in built form with landmark architectural character and quality and special landscape treatment”*

While the subject site is not situated directly at the major intersection, it is located within the “Gateway”, and as such is subject to the characteristics of a Gateway location.

In this respect, we have referred back to the policies found in Section 9.3.3 of the MOP which provides generally that, gateways are important building blocks of the city and contribute to city pattern as well as urban experience and further that the design and function of these sites have the opportunity and responsibility to contribute to an area’s character. Gateways are intended to host structures with a prominent role and function should stand out from their context to support their





role as landmarks. The policies further state that Tall buildings have a greater presence on the skyline and are required to have the highest quality architecture. Other policies provide:

- 9.3.3.5 *Special attention will be given to major intersections to create a sense of enclosure and identity, as well as heightened architectural interest.*
- 9.3.3.6 *Developments on major corners, prominent sites or that terminate a view will be held to a higher design standard.*

The development proposal supports the function of Gateways as prescribed or directed under the MOP by providing for a series of Tall Buildings at a major intersection which exhibits superior urban design considerations through special façade treatments and strategic interface design. The design of the subject site will create a destination that respects the area's historical character whilst exercising progressive architectural treatments and features.

Section 9.2 Site Organization provides, with particular reference to Royal Windsor Drive:

*"...new buildings along Royal Windsor Drive should support a transit and pedestrian environment to create a strong and continuous street edge that has regard for adjacent community patterns. New development should contain uses and spaces that encourage pedestrian activity and animate the street. Parking areas should be allocated to rear, sides or below-grade to achieve streetscape objectives"*

The redevelopment of this site supports the relevant policy in Section 9.2 by providing an opportunity to support a desirable transit and pedestrian environment with a well articulated, strong and continuous street edge which provides a more suitable transition for the adjacent community (residential to the east). Additionally, the uses proposed as part of the development include uses that generate and encourage pedestrian activity and animate the street, by creating a destination (collectively with the redevelopment of the greater MTSA) rather than what right now, can be considered as a stop and not a space or place for social interaction. Parking areas are located away from the street in order to achieve urban design best practices.

Section 9.3 Building Mass and Articulation provides:

*"façades visible to the street should have upgraded elevations and active frontages with sufficient window fenestration and door entrances to animate the street edge."*

There has been an upgraded façade treatment along the Royal Windsor frontage inclusive of window treatments and direct access to the non-residential uses.

Section 9.4 Pedestrian Environment provides:

*"continuous sidewalks should be provided along all streets. Comfortable and barrier free walkways should be provided from buildings to public sidewalks and transit stops"*



*along arterials roads, consideration will be given to providing sidewalks on both sides of the street*

*consideration should be given to providing a second continuous pedestrian system of walkways, lighting and other amenities located completely within development that connects to adjacent properties, particularly in instances where multiple units are proposed along the street frontage*

*planting should visually enhance individual sites, screen parking and loading areas, while enabling views of buildings and creating a consistent landscape treatment along streets. It should be appropriate to the streetscape while improving the appearance of parking areas and internal roads. Landscaping should contribute to the visual continuity of the street edge;*

*shade tree planting and landscaped areas should be provided on the site to break up the parking areas, and in areas where pavement is not required*

*encourage environmental revitalization and restoration of sites through planting and other landscape treatments*

*appropriately scaled and landscaped outdoor amenity areas should be provided in an area suitable for users within the development, and should include an area that is protected from the elements;"*

As evidenced in the Landscape Plan, the development is planned to incorporate a greater amount of greenspace than that which currently exists – therefore promoting revitalization and restoration of the site. The proposed development also includes outdoor amenity area(s) by way of terraces to support residents of the developments. These areas are considered suitable from a microclimatic standpoint. Continuous sidewalk connections are provided in both the public and private realms. Further, as evidenced in the Streetscape Feasibility Study, the public right of way will receive a special treatment, inclusive of a sidewalk and tree planting, consistent with the vision or direction put forth in Section 9.4.

*"development should provide for the storage of bicycles on-site to encourage the use of alternative modes of transportation to, and within the area. These areas need to be protected from the natural elements, in addition to providing clear and safe access to the bicycle path network"*

The proposed development incorporates long and short term bicycle spaces and connection to transit opportunities in the area. These areas will be located strategically consistent with their intended usership (i.e. short term at grade and easily visible and long term below grade, likely in lockers).

Section 10 of the LAP provides direction on permitted and prohibited Land Uses. Of particular relevance to the subject application are the directives found in Section 10.3 – Prohibited Uses and Section 10.4 – Sensitive Uses.



We note that there is no explicit prohibition on residential uses within the Southdown Local Area Plan (LAP). That said, there is a list of prohibited uses identified in Section 10.3 of the LAP, to which residential uses have been purposefully omitted. In that respect, Section 10.4 of the LAP discusses the introduction of Sensitive Uses within the LAP.

Section 10.4 provides for direction when considering the permission for Sensitive Land uses, such as Residential uses. The relevant extracts, are as follows:

- a. when sensitive uses are contemplated for lands within the Southdown Employment Area Character Area and the Clarkson GO Major Transit Station Area (once delineated), an Air Quality Study completed in accordance with the City's Terms of Reference is required; and*
- b. the introduction of sensitive land uses within the Southdown Employment Area Character Area should occur through a City-initiated amendment to this plan. Development applications proposing sensitive land uses within the Clarkson GO Major Transit Station Area (once delineated) will be considered incomplete until an Air Quality Study is determined to be satisfactory to the City of Mississauga and/or other appropriate approval authorities.*

The Clarkson GO MTSA has been delineated since the authoring of the LAP. Additionally, the requisite Air Quality Study was prepared (by WSP Consulting Engineers) in accordance with the City's defined Terms of Reference. Therefore, this application can reasonably proceed through the review process, even concurrently with processing the City-initiated land use study as the recommendation of the study have effectively permitted for sensitive uses.

The Air Quality Study generally concludes that residential or sensitive uses are technically supportable or feasible in the area. A further discussion on the findings of the Air Quality Study is provided in the proceeding section of this report. We understand that once the Air Quality Study proceeds through the requisite public process the City will continue to advance any land use related amendments to the area which will include the introduction of sensitive uses consistent with the findings of the Report. We maintain our position that this application can be processed at this time as the City has accepted the Air Quality Study and is prepared to present the findings in a public meeting. This is strictly a process item and should not hold up the review of the application which effectively proposes a situation that is technically supportable.

Section 12 of the LAP outlines Special Site Areas. We have proposed an amendment to the Southdown LAP as part of our Mississauga Official Plan Amendment request. The amendment effectively creates a new Special Site under Section 12.0 of the LAP to permit for a broad range of uses as well as residential.

Appendix A: Evolution of Arterial Roads found in the LAP provides direction on how change could be accommodated along principal arterial roads which define Southdown over a 25 year time frame. The illustrations provided to accompany the text(s) take into consideration various improvements geared to supporting transit, pedestrians, alternative modes of transportation, a



coordinated public realm, and a streetscape treatment with an articulated built form to define street edges. Relevant to this proposal, is the Section (3), regarding Royal Windsor Drive.

The ten-fifteen year vision references the evolution of Royal Windsor Drive into a pedestrian ‘main street’ character with an industrial park theme. While we agree that Royal Windsor Drive can and should evolve, we are of the opinion that the portion of Royal Windsor Drive situated within the Clarkson GO MTSA warrants special consideration and should receive direction through City-initiated amendments to the MOP (specifically the LAP) to evolve as a more urbane environment in order to provide an effective easterly transition to the existing Node from the more heavily industrialized area. The development proposal effectively would provide for this condition, as evidenced in the architectural drawing set and Streetscape Feasibility Study.

At this time, the City has a unique opportunity to refine the vision and associated policies in the LAP to reflect the future condition of the area which incorporates the technical findings of the land use compatibility studies. We look forward to this proposal forming part of and inspiring that City-initiated OPA.

The following Section of this Report will discuss the draft City of Mississauga OP ‘Bundles’ available to date, as well as Official Plan Amendment 117, the Air Quality Assessment and the Clarkson GO PMTSA.

#### **4.4.2 MISSISSAUGA OFFICIAL PLAN REVIEW 2051 – ONGOING**

As described above, the City of Mississauga is currently undertaking an Official Plan review to inform the City’s Official Plan through the 2051 planning horizon (based on proposed Amendment 1 to the Growth Plan) in order to address matters such as new trends, ideas and policies, incorporation of provincial legislation and regulation, implement new city-led policy initiatives (i.e. City Wide Major Transit Station Areas) and generally to position and guide the City into the 2051 planning horizon.

The City’s Official Plan (amended) notes that the MOP review is necessary to ensure that it:

- conforms with Provincial Plans or does not conflict with them;
- has regard to the matters of Provincial interest; and,
- is consistent with policy statements under the Planning Act.

As outlined in the Sections above (within this Report) and pursuant to the justification provided thus far throughout this Report, we are of the opinion that the proposed amendments meet the above noted general objectives framing the MOP review.

At the time of authoring this Report, the City of Mississauga has released only a limited amount of draft policies. These policies were released in “Bundles”. We understand there will be a total of three Bundles released. To date, there have been 2 Bundles released for public review and comment.



Bundle 1 introduced amendments to the following chapters of the current City of Mississauga Official Plan (as related to this proposal):

- Chapter 1 – Introduction
- Chapter 3 – City Structure;
- Chapter 4 – Natural Environment and Climate Response
- Chapter 8 – Urban Form and Design
- Chapter 15 – Implementation

As part of Bundle 1, Schedule 1 – City Structure was also amended. There was no impact of this amendment to the subject proposal. Therefore, a discussion on same has been purposely omitted from this Report.

Firstly, Chapter 1 notes that the City is in transition. The opening paragraph also notes that infill redevelopment (focusing on strategic growth areas) will continue to be the focus of future growth within the City. Chapter 2 -Vision notes the need for expansion of a range of housing choices within Mississauga. The Plan notes that new residential development is expected to be accommodated, via infill, in already developed areas and in compact forms, such as apartments with a particular emphasis on areas with travel options and a goal of fostering social interaction.

The regeneration of the Clarkson GO MTSA with higher residential densities, such as those contemplated through the proposed amendments for the subject site, addresses the above noted goals and/or visions particularly when evaluated against the prioritization of infill apartment buildings in areas well served by transit opportunities. Redevelopment of the subject site will provide for a space for social interaction in a more significant way than that which exists today, and will contribute to the way interaction and healthy City living is provided in MTSA, in the future.

Mississauga's new strategic plan identifies certain directive statements which are focused around the following points as related to the development proposal:

- Developing a transit oriented City;
- Ensuring Youth, Older Adults and New Immigrants Thrive;
- Completing our Neighbourhoods; and,
- Living Green.

As described throughout this report, the proposed amendments will support a transit oriented development (which is expected to transition into a part of a greater community), provide for affordability and accessibility to housing in an area with access to various service and amenities and provide opportunities to combat climate change.

Chapter 3 – City Structure speaks to the way in which the City will grow. The chapter notes that an integrated approach to land use planning supporting the wise use of resources and infrastructure becomes critical to the City's success and resilience. This approach starts with the identification and hierarchy of Strategic Growth Areas which are effectively communities with access to employment, transit, public services and where permitted, a range of housing. Amended policy

3.2.4 provides that most of Mississauga's growth will be provided to these areas, which includes Major Transit Station Areas.

New subsection 3.4 – Urban Hierarchy describes Major Transit Station Areas as:

*“areas intended to be developed as high density, mixed use, transit supportive neighbourhoods.”*

The proposed amendments would permit for a development that is in keeping with the definition for a MTSA, as prescribed under policy 3.4. The section further provides that:

*“Urban Hierarchy is a critical feature of the City Structure as it identifies distinctly delineated areas within the City that are planned for a development intensity along a spectrum from greatest to least...”*

Wherein, the MTSA's are defined as second greatest, in the hierarchy, only next to Urban Growth Centres<sup>5</sup>. The section further provides:

*“Planning for these areas is informed by their location and is coordinated with their capacity as well as existing and planned infrastructure.”*

As evidenced in the supporting technical studies, this proposal will be supportable from a feasibility perspective.

The draft OP policies continue to provide that this decision or recommendation for Strategic Growth Areas is per direction from the province which required all municipalities to identify the appropriate type and scale of development in Strategic Growth Areas and to also, to transition built form to adjacent areas which recognizes that these strategic growth areas may require distinct policy approaches to support contextual sensitivity. The policy further notes that any development applications that are not consistent with the urban hierarchy may lead to its destabilization overtime and may weaken the Growth Plans intent (as applicable to Mississauga).

In our opinion, the existing land use policy permissions for this site (and beyond) do not support the intent of MTSA's. The development proposal will effectively be the first site for redevelopment of the Clarkson MTSA consistent with the urban hierarchy policies presented in the draft MOP, therefore contributing to it's future success and stabilization. That said, the proposed amendments will support the planned intent of MTSA's, thereby satisfying the draft MOP policies.

The following Chapter, Chapter 8, discusses Urban Form. This chapter is complimentary in nature to the City Structure Chapter as it assists in the coordination of growth distribution, access to transportation and the production of a high-quality pedestrian realm. The Chapter notes that most future development in Mississauga will be infill and redevelopment and further that appropriate

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<sup>5</sup> Which, as noted in the aforementioned Section(s), is limited to Mississauga City Centre (and further South), Cooksville and Hospital.



redevelopment in Strategic Growth Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. While most of the general policies and intent from the in-effect OP are carried over to the draft policies (with some modifications), we do note that the City did provide a new general design framework for what is defined as a “High-rise building”. According to the draft MOP, High-rise Buildings:

*“...represent one of the most intensive forms of growth with heights ranging between nine floors and maximums as prescribed by Character areas policies. High-rise buildings provide transit supportive densities and play an important role in allowing the city to meet its growth targets, especially within Strategic Growth Areas”*

The proposal considers, per this definition, the introduction of High-Rise buildings. While we agree that these buildings will be located to provide transit supportive densities and play an integral role in allowing the City to meet growth targets, we are of the opinion that restricting heights of tall buildings, within the MOP, is counterintuitive to the role of strategic growth areas and further, as noted above, should be evaluated on a site by site basis. The development proposal considers a height that is both contextually appropriate in scale and transition and technically sound in terms of feasibility. We also note that the Ministerial modifications to the ROP removed the direction for local area municipalities to provide for maximum heights in PMTSA's.

Draft policy 8.5.2.5 provides that:

*“Transitions between buildings with different heights will be achieved by providing a gradual change in height and massing, through the stepping down of buildings and setbacks from the Low-rise properties, generally guided by the application of an angular plane, applicable separation distances or other means in accordance with Council approved plans and Guidelines”*

Further, 8.5.2.7 provides:

*“Proposed high-rise buildings in areas where two or more high-rise buildings exist within the immediate context shall relate to the surrounding buildings and provide for appropriate height transition and separation distance”*

In terms of the surrounding area –located southeast and east – it is not anticipated that the proposed heights will generate any adverse impacts on existing uses. The proposal also supports the policies of 8.5.2.7 directly by providing for a logical height in a PMTSA and also when considering the heights of the High-Rise buildings on the east side of Southdown Road. Further, by affording the heights requested in the amendments, the balance of the PMTSA will be able to logically and harmoniously develop for greater heights than the balance of the City, keeping with the intent of the MTSA.

In terms of on-site building design, draft policy 8.5.2.17 provides that:



*“A mix of building types is encouraged on sites that can accommodate more than one building. Where a development includes more than one building, the site will be designed to ensure appropriate site organization and building locations that:*

- c. Ensure appropriate spacing of buildings and,*
- d. Ensure appropriate transition in scale between buildings of different scales and types and the other lower scaled uses.*

It is our opinion that the site has been organized in a way which best utilizes the space and presents an appropriate built form in terms of height, massing, scale and distance separation.

Policy 8.5.3.2 provides that:

*“Built form will create a sense of place through a variety of means including distinctive architecture, streetscaping, public art and cultural heritage recognition”*

The built form proposed on site considers a high quality, distinctive architectural style that is unique to the area, recognizing the cultural heritage associated with the historical significance of the area. The strategic streetscaping, proposed through thoughtful architectural and landscaping, has been proposed to create a more desirable pedestrian realm and animated streetscape.

Chapter 15 Implementation provides direction to new development applications, as related to the Official Plan.

*“All site-specific official plan amendment applications will also provide satisfactory reports to demonstrate the rationale for the appropriateness of the proposed amendment. This will include, among other matters, the merits of the proposed amendment in comparison with the existing land use designation and policy provisions. A planning rationale with reference to the applicable policies of this plan, other applicable policies and sound planning principles will be provided to accomplish this. Demonstration of conformity to the City Structure policies of this Plan will be required.”*

And,

*“Transition in height and built form will occur within the height ranges where established by this Plan. It is the intent of this plan that the minimum and/or maximum number of storeys for buildings will be maintained where identified and adhered to as part of site specific development applications”.*

In support of this application for OPA, a series of reports and plans have been prepared which exhibit or evidence the technical feasibility of the development proposals and proposed amendments.

The findings of these reports are provided in Section 6.0 of this report. Each report generally concludes that the application is appropriate and supportable.

Throughout this report, we have demonstrated why the existing land use policy framework is not consistent with the existing and planned vision for the area, specifically evaluated against MTSA's.



The in-effect policy framework applicable to the subject site is far too restrictive in terms of uses and other regulated matters such as heights and is therefore not consistent with the policy directives at the Provincial and Regional level and moreover, with the draft policies at the Local level.

This Report is the planning rationale (required under the above noted policies) which outlines the justification through demonstration that sound planning principles have been employed. We understand that the City has further work to undertake with regard to the land use permissions, however we are of the opinion that this proposal can continue to be reviewed by staff through the application review process and still meet the intent and vision of the future MOP, as amended in the future. The technical evidence provided in the studies, such as the Air Quality Assessment, provides rationale as to why and how the proposed uses can be considered appropriate. The submission deliverables demonstrate the appropriateness of the application in the context of the policies provided in the in-effect and draft MOP.

As discussed, this application represents conformity with the City Structure policies outlined in the MOP by providing for height and density in an area that is targeted for this scale and type of development. We assert that it is not reasonable to concentrate all High-rise or taller buildings in the defined Urban Centers, which are the top priority for intensification or growth, since the land mass of same is relatively limited. It is logical however, to provide for growth in MTSA's as they are second to this area in the MOP. Restricting height and density of development, arbitrarily or without site specific review of the application, effectively voids the City of the opportunity to provide a density increase where it can be reasonably supported.

Bundle 2 introduced amendments to the following chapters of the current City of Mississauga Official Plan (as related to this proposal):

- Chapter 7 – Transportation
- Chapter 9 – Economic Growth and Employment Lands.

Chapter 7 – Transportation generally maintains the overarching or broader goals of the in-effect MOP, however with some modifications for specificity. Notably:

*“...this plan has a greater focus on integrating a mix of uses around Major Transit Station Areas, including housing, employment, shops and community amenities”*

The proposed amendments are supportive of introducing a mix of uses in a Major Transit Station Area.

Chapter 7 introduced Section 7.3 Complete Streets which implements the City's Complete Streets guide. This section of Chapter 7 generally promotes a network of complete streets that support all modes of travel and mobility of the users and provide streetscape elements to enhance the public realm and user experience.

This proposal seeks to upgrade the existing Royal Windsor ROW as exhibited in the Streetscape Feasibility Study and provide usable, multi modal linkages to the greater community including specific destinations, such as the Clarkson Village Node and Lake Ontario Waterfront.



Section 7.4 – Transit Network provides the following general direction:

*“Future growth in the City will focus around transit. Transit supportive development that is compact, pedestrian oriented and mixed use will occur around Major Transit Station Areas.”*

The balance of Chapter 7 is largely maintained through the in-effect and draft policies.

That said, we agree that growth should be focused around areas well served by transit, and Major Transit Station Areas in particular. We submit that the development proposal is supportive of the above noted direction provided in Chapter 7.

While we acknowledge that the MOP is still under review, per the requirements of the Planning Act, we are confident that the MOP policies will be reflective of both Provincial and Regional direction. That said, for the aforementioned reasons, we are of the opinion that this development application is, and will continue to be (based on the strategic direction received by Municipal staff) supportive of the existing and planned City function, outlined in the in-effect and future MOP.

Aside from the amendments found within the Draft MOP policies (released to date), there are City-initiated studies which will ultimately form part of the MOP – whether they be consolidated through the MCR into the MOP, or, adopted by way of a house keeping amendment in the future (following formal adoption of the MOP). Of particular relevance to this application are:

- City of Mississauga Official Plan Amendment 117 (OPA 117);
- City of Mississauga’s Major Transit Station Area Study.

A discussion on these ongoing processes, is provided below.

#### **4.4.3 MISSISSAUGA OFFICIAL PLAN AMENDMENT 117**

As mentioned throughout this report, the subject site was involved with an Air Quality Study in order to understand or assess the appropriateness of sensitive land uses within the Southdown Employment Area and the Clarkson GO MTSA. We understand this report was requested by staff in order to inform their Master Planning process for the Clarkson MTSA. The lands affected by OPA 117 are located within the Southdown Employment Area and the Clarkson GO MTSA Boundary. As discussed in this Report previously, the current policy frameworks for the area permit employment and limited commercial/retail uses but not sensitive uses such as residential.

The purpose of OPA 117 was cited, by the City, as follows:

*“The purpose of this Amendment is to add a policy to require a satisfactory air quality study before sensitive land uses can be considered on the lands located within the Southdown Employment Area Character Area and the Clarkson GO Major Transit Station Area (MTSA) boundary, once delineated.”*

The reference to “once delineated” can now be considered resolved and otherwise moot, since the MTSA boundary has been delineated consistent with the direction of OPA 117:



*The boundary of the Clarkson GO Major Transit Station Area (MTSA) is being delineated by the Region of Peel as directed in the Provincial Growth Plan (2019) and Amendment No. 1 (2020).*

Further, the OPA prescribes that:

*“The introduction of sensitive land uses within the Southdown Employment Area Character Area should occur through a City-initiated amendment to this plan. Development applications proposing sensitive land uses within the Clarkson GO Major Transit Station Area (once delineated) will be considered incomplete until an Air Quality Study is determined to be satisfactory to the City of Mississauga and/or other appropriate approval authorities.”*

For context, City staff brought forward a Recommendation Report dated December 1, 2020 (heard at the December 7, 2020 Planning and Development Committee meeting), which generally stated that the Clarkson Major Transit Station Area Study (discussed in a proceeding Section of this Report), was initiated by staff in order to develop a transit oriented land use planning scenario for the Clarkson GO Station and surrounding area – now known as the MTSA. The December 2020 report goes on to provide:

*“Staff presented an update report titled “Clarkson Transit Station Area Study Update Report” to Council on June 17 2020 which identified the draft boundary of the Clarkson GO MTSA, potential redevelopment opportunities and the findings of the preliminary environmental and land use compatibility analysis. The preliminary environmental analysis recommended that an air quality study should be completed before considering any sensitive uses on lands within the Southdown Employment Area section of the Clarkson GO MTSA. boundary. Council directed staff to proceed with preparing an Amendment to the Mississauga Official Plan to recognize the requirement of a completed air quality study.... The proposed policy amendment recognized the requirement of a satisfactory air quality study to be completed before sensitive uses can be considered on the lands included within the Southdown Employment Area and the Clarkson GO MTSA boundary”*

The Next Steps portion of the PDC Report provided that:

*The findings of the air quality study will inform the recommendations of the Clarkson Transit Station Area Study with regards to future land uses, densities, heights, transportation connections etc., which will be brought forward for Council’s consideration after seeking community feedback.*

As we understand, the Air Quality Study prepared by WSP Consulting Engineers dated August 2022 was prepared pursuant to the prescribed City Terms of Reference and Peer Reviewed, and finally, was accepted by the City of Mississauga. The study is currently going through a public consultation process. The conclusions of the Air Quality Study are discussed in a following section of this Report.

Prior to discussing the Air Quality Study (August 2022) prepared by WSP Consulting Engineers, it is important to note a key interim step which predates OPA 117 and the WSP Report. We understand that prior to advancement of any land use studies related to this area, the City of Mississauga retained Dillon Consulting Engineers to prepare an Air Quality, Noise & Vibration



and Radio Frequency Compatibility Overview Study (January 2020) which captured the majority of the Clarkson Go MTSA. The conclusions of this study, from what we understand, warranted further investigation. This study is discussed below.

#### **4.4.4 AIR QUALITY ASSESSMENT – DILLON CONSULTING ENGINEERS**

As noted, the Assessment undertaken by Dillon predates the adoption of OPA 117, however was prepared on behalf of the City of Mississauga who was undergoing a planning program to intensify land uses surrounding the Clarkson Major Transit Station Area (MTSA). This program would also change the type and intensity of uses in the area.

The Study undertaken by Dillon was informed, in part, by a land use concept prepared by The Planning Partnership which outlined additional or alternative uses in the Southdown Employment Area such as green lands, mixed use, office, open space and residential. The uses were planned to consider heights ranging from 5 to 25 storeys<sup>6</sup>.

The study generally concluded that:

*“Many of the environmental impacts can be mitigated through implementation of existing control technologies at source and/or at receptor..”*

While it was concluded that many of the environmental impacts analyzed by Dillon could be mitigated, staff concluded (in a Recommendation Report dated October 5 2020) that:

*“Preliminary environmental and land use compatibility analysis conducted for the Clarkson TSA Study identified concerns related to local air quality specific to the Southdown Employment Area. As such, the completion of an Air Quality Study was recommended for this area.”*

As we understand, the Air Quality Assessment is a more targeted or scoped land use compatibility study which would narrow its focus on Air Quality. That said, it is our understanding that the other issues of land use compatibility were satisfied through the Dillon Report.

At the time of the October 2020 Recommendation Report, the subsequent Air Quality Study (discussed below) was in the preliminary stages of development.

#### **4.4.5 AIR QUALITY ASSESSMENT – WSP CONSULTING ENGINEERS**

The Air Quality Assessment prepared by WSP, dated August 2022, was commissioned and paid for by our Client, Slate Asset Management. The Air Quality Study has a specific focus on the subject site and a potential development scenario which explored a high-density residential

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<sup>6</sup> While it has been a long-standing benchmark in the City that 25 storeys be the maximum height for buildings outside of the City Centre, it has been proven over several development applications that 25 storeys represents an arbitrarily imposed height that is often amended through private development applications.



development on the site. The methodology is laid out in the Air Quality Study, for the information of staff.

The WSP Report, submitted in support of this application (although already reviewed by the City), concludes that:

*“air quality in the study area is not expected to adversely impact high density residential development if appropriate mitigation methods are utilized.”*

While the study is still going through the public consultation process, we do not anticipate any land use compatibility issues based on the technical findings of the Report(s), with the inclusion or adoption of mitigation measures.

Based on this, the development proposal can be deemed technically feasible and continue to proceed through the development approvals review process.

#### **4.4.6 CLARKSON MAJOR TRANSIT STATION AREA STUDY**

Another ongoing study related to the Mississauga OP review process is the Clarkson GO Major Transit Station Area Study. This Study will largely be informed by the above noted land use compatibility studies, consistent with the direction found in-effect OP policies and those found in the associated staff report(s). The MTSA study, consistent with the direction of the Region of Peel Official Plan mapping and policies, will be required in order to implement the broader vision for MTSA's, as set forth by the Region and Province. The ongoing land use compatibility studies and the Provincial and Regional direction for MTSA's, are described below.

The most recent development in the Clarkson GO MTSA Study is the receipt of the WSP Air Quality Study which is currently under review by staff. There is a public meeting targeted for first quarter of 2023 (which is known as “Phase 3 of the Clarkson GO MTSA Study”) to present those findings. Phase 1 was held Fall through Winter of 2018 which was targeted at developing a “Vision and Principles”, a Community Meeting was also held. Phase 2 included “Test Options” wherein a Community Meeting was held. Phase 2 took place over early 2019. As noted above, we are currently in Phase 3 which outlines “Air Quality Study and Next Steps” which has a target completion date for late 2022 or early 2023 and will also have a Community Meeting. The final Phase, Phase 4, will be the process of refinement and the presentation of Recommendations. The timeline for same is currently “To be Confirmed”. A Community Meeting to present these findings and recommendations, will also be held. We understand that the findings and recommendations of the land use compatibility studies will inform the forthcoming draft MOP policies and land use designations, as related to this MTSA.

We also understand that the municipalities have the ability to make decisions on land use permissions (i.e permitted uses) within the MTSA, per the direction of the Region:

- 5.6.19.7. *Direct the local municipalities to delineate the boundaries of all Primary and Secondary Major Transit Station Areas in their official plan in accordance with Schedule E-5 of this Plan'*



As noted throughout this report, the subject site is located within the Clarkson GO PMTSA, as identified by the Region. In accordance with the above-noted OPAs adopted by City Council on August 10, 2022 (OPA 134 & OPA 144), the subject site is proposed to retain the existing ‘Mixed Use’ designation and as have a minimum 2 storey height requirement. The ‘Mixed Use’ designation is to be retained and a high-quality, compact, mixed-use, pedestrian-oriented and transit-supportive development is to be provided. Furthermore, the proposal will facilitate an appropriate and desirable mixture of non-residential and residential uses on the same lot, contributing to the creation of this area as a vibrant, complete community into the future.

We look forward to being involved with the City’s ongoing process related to the Clarkson GO MTSA and are optimistic that the City will review this application in the future context of the MTSA. We are confident that this development meets the general intent and vision of the Clarkson GO MTSA, pursuant to policy directives. That said, we assert that, notwithstanding the fact that there is no in-effect land use policies for the MTSA, that this application can be reviewed and commented on in the broader context for MTSA’s and be incorporated into the ongoing Clarkson MTSA studies.

#### **4.5 City of Mississauga Zoning By-Law 0225-2017**

The subject lands are currently subject to the provisions of the City of Mississauga Zoning By Law 0225-2007. The subject lands are zoned General Commercial – Exception 3 (C3-3) under Zoning By-law No. 0225-2007, which permits a range of commercial uses and employment uses, pursuant to certain requirements and regulations. (see *Figure 18 – City of Mississauga Zoning By-law No. 0225-2007*).

The current zone does not permit the development of apartment dwellings, in such a Zoning By-Law Amendment will be required.

In support of this Application for Zoning By-law Amendment, we have provided a table outlining the relief required to the Zoning By-law.

#### **5.0 Proposed Amendments to Mississauga Official Plan and City of Mississauga Zoning By—law 0225-2007**

As discussed above, an amendment to the City of Mississauga Official Plan, as well as an amendment to the City of Mississauga Zoning By-law will be required to permit for the proposed development. These amendments with regard to the existing designation and zoning are discussed below.

##### **5.1 Proposed Official Plan Amendment**

The subject site is currently designated Mixed-Use in the City of Mississauga Official Plan (see *Figure 14 – City of Mississauga Official Plan – Schedule 10*). The entirety of the lands are located within the Southdown Local Area Plan and Southdown Employment Area as discussed in previous sections.



The proposed OPA is not intended to change the general intent of the current, in effect land use designation in terms of land use permissions (residential, non-residential mix) however does intend to permit for higher density residential uses and site specific characteristics.

In response to the above, our client is seeking to maintain the Mixed-Use designation. The OPA will amend Section 12 of the Southdown LAP, which outlines Special Site Areas. We have proposed an amendment to the Southdown LAP as part of our Mississauga Official Plan Amendment request to effectively create a new Special Site under Section 12.0 of the LAP, which will encompass the entirety of the lands currently owned by our client, and subject of this development application.

The OPA will effectively permit for building heights up to 29 storeys.

A Draft Official Plan Amendment is provided in Appendix I.

## **5.2 Proposed Zoning By-law Amendment**

The subject site is zoned Commercial Three (C3) per the City of Mississauga Zoning By-law. In order to permit for the proposed development a Zoning By-law amendment will be required. The proposed residential development is proposed to be zoned to Residential Apartment 5 – Special Section (RA5 – XX).

Site specific exceptions are proposed to accommodate the unique characteristics of the proposed development including permission for a range of non-residential uses within the RA zone category, specific to the project details.

The relief required to the Zoning By-law is detailed in the table submitted in support of this development application. Generally speaking however, the proposed amendment requests that certain by-law regulations stipulated under General Provisions be removed entirely (i.e. centreline setbacks). In other instances, the by-law seeks amendments to the general provisions, such as parking requirements. Related to the proposed RA zone regulations, we will require relief to maximum permitted FSI, minimum yards and encroachments and projections amongst other regulations.

The proposed zoning contemplates a “Residential Apartment” (RA) zone with a special exception.

We are of the opinion that the Zoning By-law Amendment presents an appropriate redevelopment scenario for the subject lands.

A Draft Zoning By-law Amendment is provided in Appendix II.

## **6.0 SUPPORTING STUDIES**

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The following section provides a summary of some of the reports, studies and supporting materials conducted in support of the proposed development.

## **6.1 Parking Assessment and Transportation Demand Management Plan**

The Transportation Impact Assessment and Parking Justification as prepared by LEA concludes that; the proposed parking reduction is supportable based on area characteristics and opportunities to engage in alternative modes of transportation and further that proposed development can be accommodated on the future transportation network.

It was noted that the proposed parking ratio, although lower than those stipulated under the new City Parking By-law, is in line with goals associated with reducing dependency on private automobiles and is supportable from a technical perspective. Hard and Soft TDM measures have been a priority throughout site design and further that TDM measures are part of most all current development as these principles promotes the use of sustainable modes of transportation such as transit and active transportation, to assist in decreasing traffic congestion.

The site is located in an area with excellent transit service with major bus routes and direct access to Clarkson GO station.

## **6.2 Noise Study**

The noise study as prepared by RWDI dated November 29, 2022 concludes that with the proper mitigation measures, the proposed development is predicted to meet the applicable sound and vibration criteria. The report details that the preparation of a detailed noise report (including stationary noise sources amongst other additional considerations) once the development proposal has advanced to a site plan level where architectural elements can be evaluated and assessed as noise mitigation tools will be required. We anticipate that for the purposes of the Official Plan and Zoning By-law Amendment process that the findings of this Noise Study are acceptable. Further study and analysis, along with mitigation will be proposed through the Site Plan approvals process.

## **6.3 Wind Study**

The wind study as prepared by Theakston Environmental dated, December 2022, was conducted to address pedestrian level wind relative to on site comfort and safety. The report concludes that proposed development will generally remain comfortable and appropriate to the areas' intended purposes, with exceptions, where mitigation is required.

At the Site Plan approval stage, the Applicant will pursue further analysis and propose wind mitigation features where they may be required.

## **6.4 Sun/Shadow Study**

The sun/shadow study as prepared by Gensler provides the impacts associated with building



masses and heights on the subject lands and the surrounding neighbourhood. Per the City of Mississauga Terms of Reference for Sun/shadow studies, the required analysis was undertaken for the dates of March 21, June 21, September 21, and December 21 at the times stipulated under the terms of reference document.

The sun shadow study concludes that the heights and site design are appropriate when evaluated against the requirements or terms of reference for sun/shadow in Mississauga.

For further details on the analysis and a write up on the results thereof, please see the sun/shadow study provided in support of this application.

## **6.5 SWM/FSR**

The Functional Servicing and Stormwater Management Report prepared by Lithos concludes that the development proposal is supportable from a Sanitary Sewer and Water Supply perspective.

The Functional Servicing and Stormwater Management Report discusses, in *Section 9.0 Conclusions and Recommendations*, how the site will operate or function from a stormwater management and servicing perspective. To maintain the utmost flexibility, considerations for potential phasing are included in the report.

## **6.6 HOUSING STUDY**

The Housing Study concluded that the proposal addresses and is consistent with the relevant Provincial, Regional and Municipal policies surrounding housing. The Study noted that the proposal diversifies the housing stock. The proposal represents a compact development that takes advantage of the sites location within a well served area of Mississauga, particularly promoting residential intensification in an area where it is encouraged. The Report generally states that the proposal for the site makes better use of the lands than that which exists today, based on its level of service and general locational attributes. The Report also notes that the scale and built form ensure a gradual transition away from the low-density housing existing to the east and south, taking into consideration the existing character of the area.

The Report states that the range and supply of housing proposed through the development will support housing growth and assist in meeting forecasted demands within this area of Mississauga. The Report affirms that the units proposed will assist the City in maintain a diversified stock of housing.

The Report speaks to the proposed unit types, sizes and general mix thereof, having the potential to contribute or fall into the range of affordability. The proposal will also assist in providing options to people looking to downsize in the neighbourhood and people of differing socioeconomic backgrounds. The report concludes that the proposal is in fact good planning.



## 7.0 CONCLUSION

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It is our opinion that the proposed Official Plan Amendment and Zoning By-law Amendment are justified and represents good planning for the following reasons:

1. The proposal conforms to and promotes the policies of the Provincial Policy Statement, the Growth Plan, as well as policies regarding residential intensification in the Region of Peel Official Plan, the City of Mississauga Plan;
2. The proposed official plan provisions and zoning standards are appropriate to accommodate the requested uses based on the proposed heights, transitions and general site design;
3. The proposed uses are compatible with the surrounding land uses and are desirable in fulfilling the general intent and vision of the current and future MOP;
4. The proximity of the proposed development to community amenities such as parks, community centres, schools, shopping, entertainment as well as bus routes, and connectivity options to train networks contributes to the reduction in reliance on automobile use and encourages active transportation and public transit options and contributes to the development of complete communities;
5. The proposed reduced parking ratio is supportable by the areas walkability, provision of transit infrastructure and close range services and facilities;
6. Consideration for the efficient use of land, provision of a range of residential housing types, accessibility for a range of life-stages, environmental stewardship and cost-effective development patterns are incorporated in the proposed development;
7. The proposed development is compact in form while also considering risks to public health and safety through detailed analysis of sub-fields including landscape design, architecture, shadowing and engineering and servicing;
8. The proposed development includes open space areas which contribute to community connectivity, creates opportunities for active transportation and recreation and the maintenance of healthy communities;
9. The proposed development therefore contributes to the overarching policy objective of creating complete communities;
10. The proposed development represents housing types that contribute towards the provision of more affordable housing alternatives and aligns with the PPS 2020 housing policy of providing a variety of dwelling types for different life cycles and income levels;
11. The proposed Retail portion will continue to adequately serve existing area residents and future residents of the development; and,



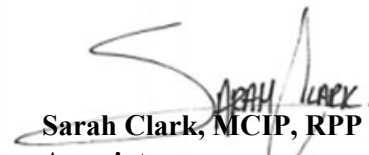
14. The proposed built form and accompanying landscape features are considerate of the design elements as shown in the concept renderings and elevations.

**Respectfully submitted,**

**GLEN SCHNARR & ASSOCIATES INC.**



**Maurice Luchich, MCIP, RPP**  
**Senior Associate**



**Sarah Clark, MCIP, RPP**  
**Associate**




# FIGURE 1

## AERIAL CONTEXT MAP

2077 - 2105 ROYAL WINDSOR DRIVE  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

### LEGEND

 Subject Lands



Scale NTS  
DECEMBER 12, 2022




## FIGURE 1B

### AERIAL CONTEXT MAP

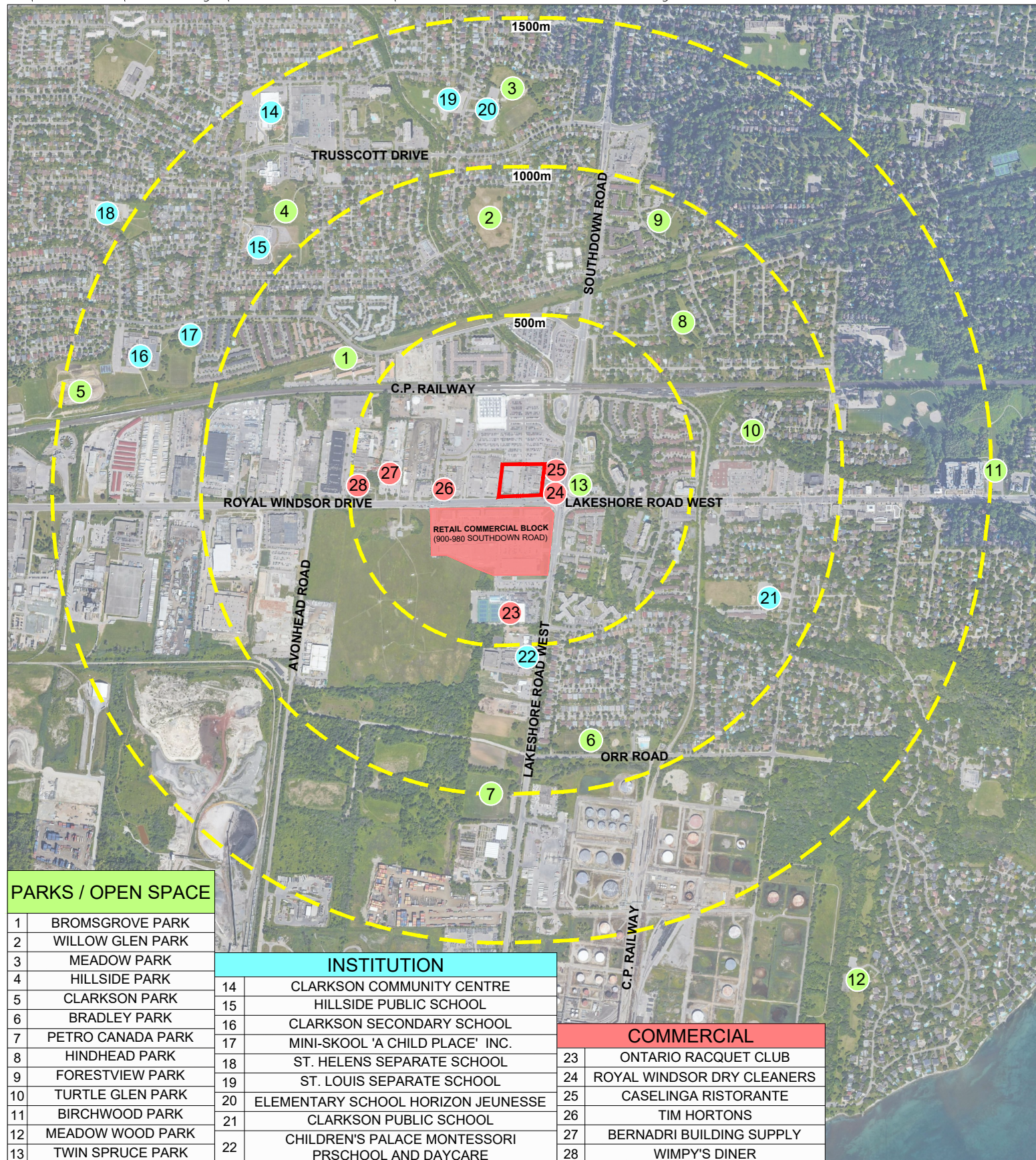
2077 - 2105 ROYAL WINDSOR DRIVE  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

#### LEGEND

 Subject Lands



Scale NTS  
DECEMBER 12, 2022



# FIGURE 2

## NEIGHBOURHOOD CONTEXT PLAN

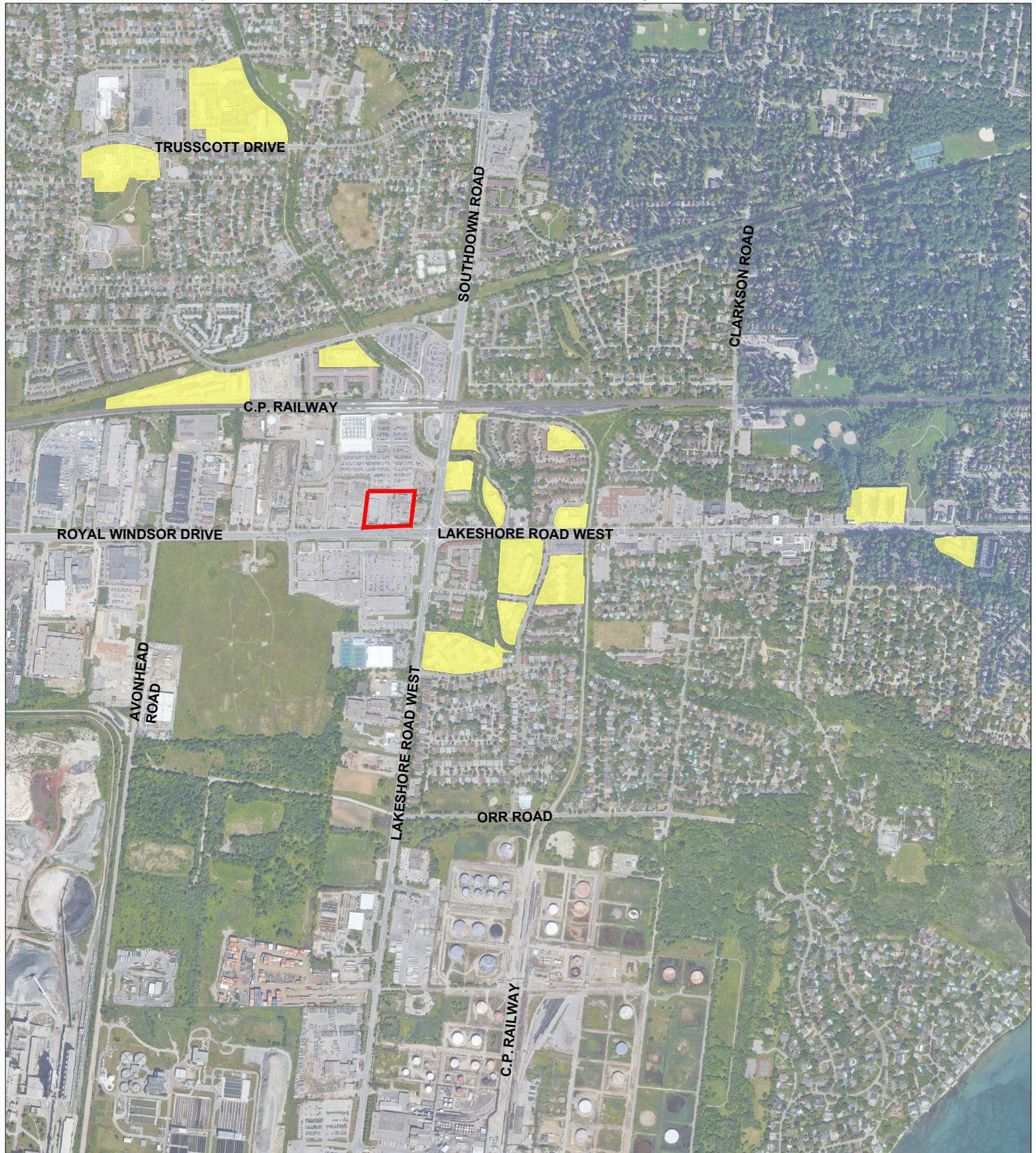
2077- 2105 ROYAL WINDSOR DRIVE  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

### LEGEND

- SUBJECT LANDS
- BUFFER



Scale: N.T.S.  
DECEMBER 12, 2022





## FIGURE 3

### BUILDING HEIGHTS

2077 - 2105 ROYAL WINDSOR DRIVE  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

#### LEGEND

-  SUBJECT LANDS
-  APARTMENTS (4 STOREY +)



Scale: N.T.S.  
DECEMBER 12, 2022



**FIGURE 4**  
**PARKS AND OPEN SPACE**

2077 - 2105 ROYAL WINDSOR DRIVE  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

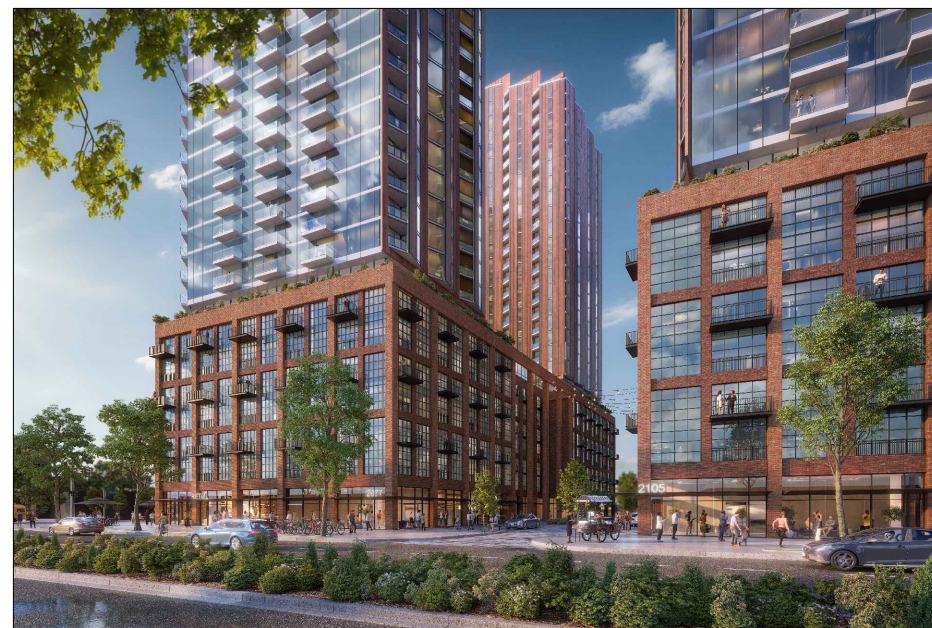
- SUBJECT LANDS
- PARKS & OPEN SPACE



Scale: N.T.S.  
DECEMBER 12, 2022



Scale NTS  
 DECEMBER 12, 2022



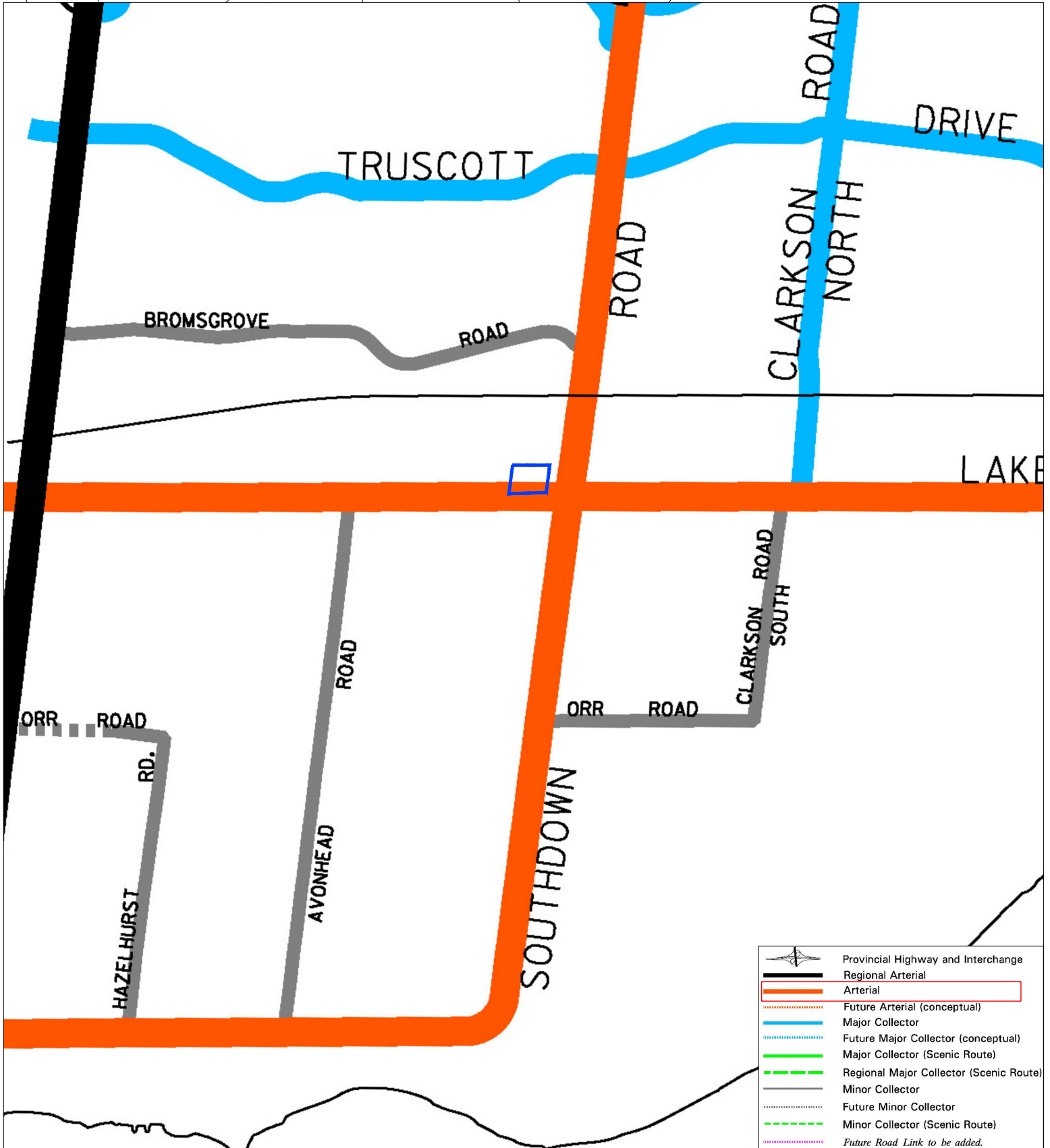
## FIGURE 5B

### CONCEPTUAL RENDERS

2077 - 2105 ROYAL WINDSOR DRIVE  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



Scale NTS  
DECEMBER 12, 2022




# FIGURE 6

## MISSISSAUGA OFFICIAL PLAN SCHEDULE 5 - LONG TERM ROAD NETWORK

2077 - 2105 ROYAL WINDSOR DRIVE  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

### LEGEND

 Subject Lands



Scale NTS  
DECEMBER 12, 2022



## FIGURE 7

### PROVINCIAALLY SIGNIFICANT EMPLOYMENT ZONE

2077 - 2105 ROYAL WINDSOR DRIVE  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

#### LEGEND



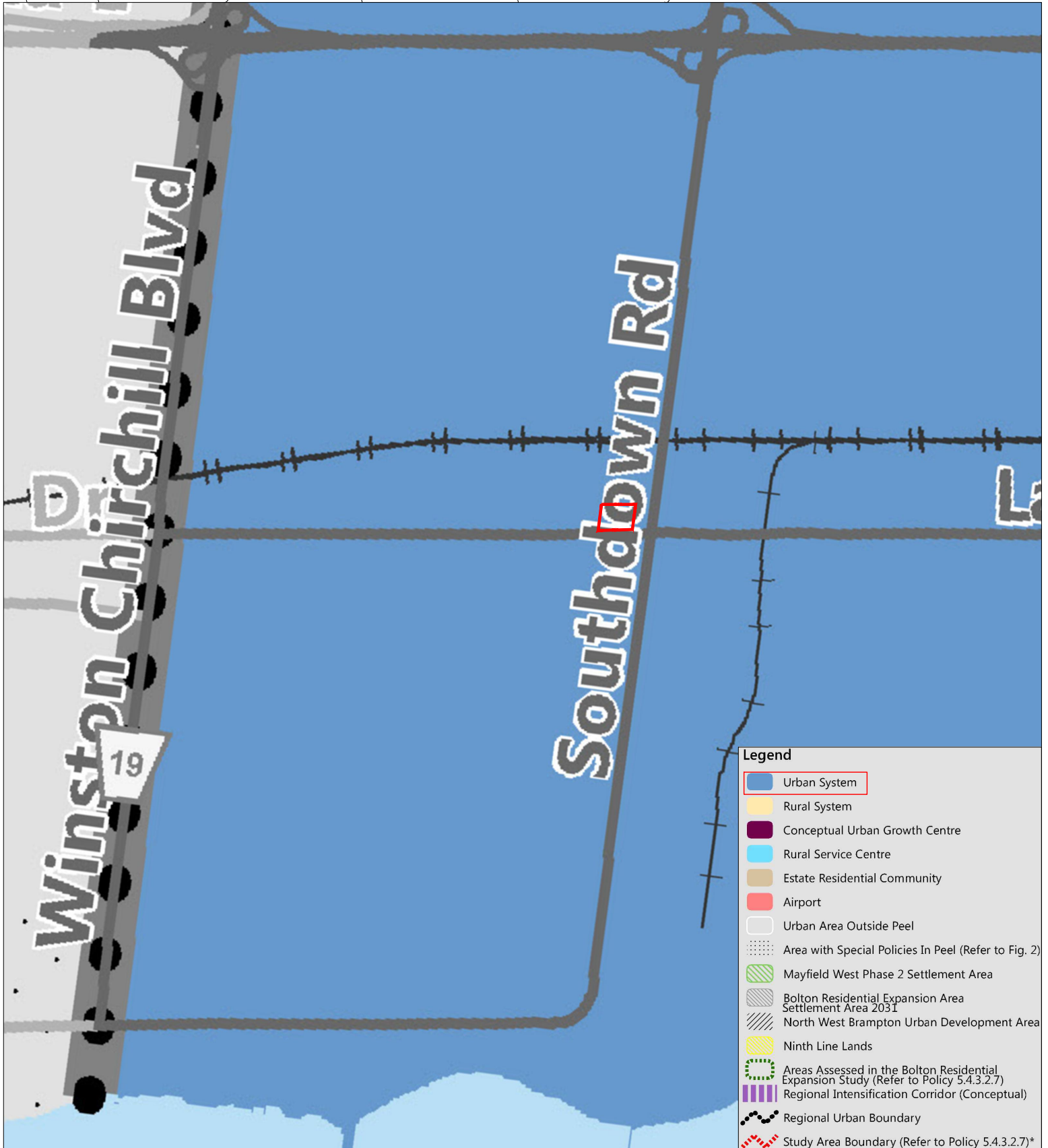
Subject Lands



Provincial Significant Employment Zones




Scale NTS  
DECEMBER 12, 2022



**FIGURE 8**  
**REGION OF PEEL OFFICIAL PLAN**  
**SCHEDULE D - REGIONAL STRUCTURE**

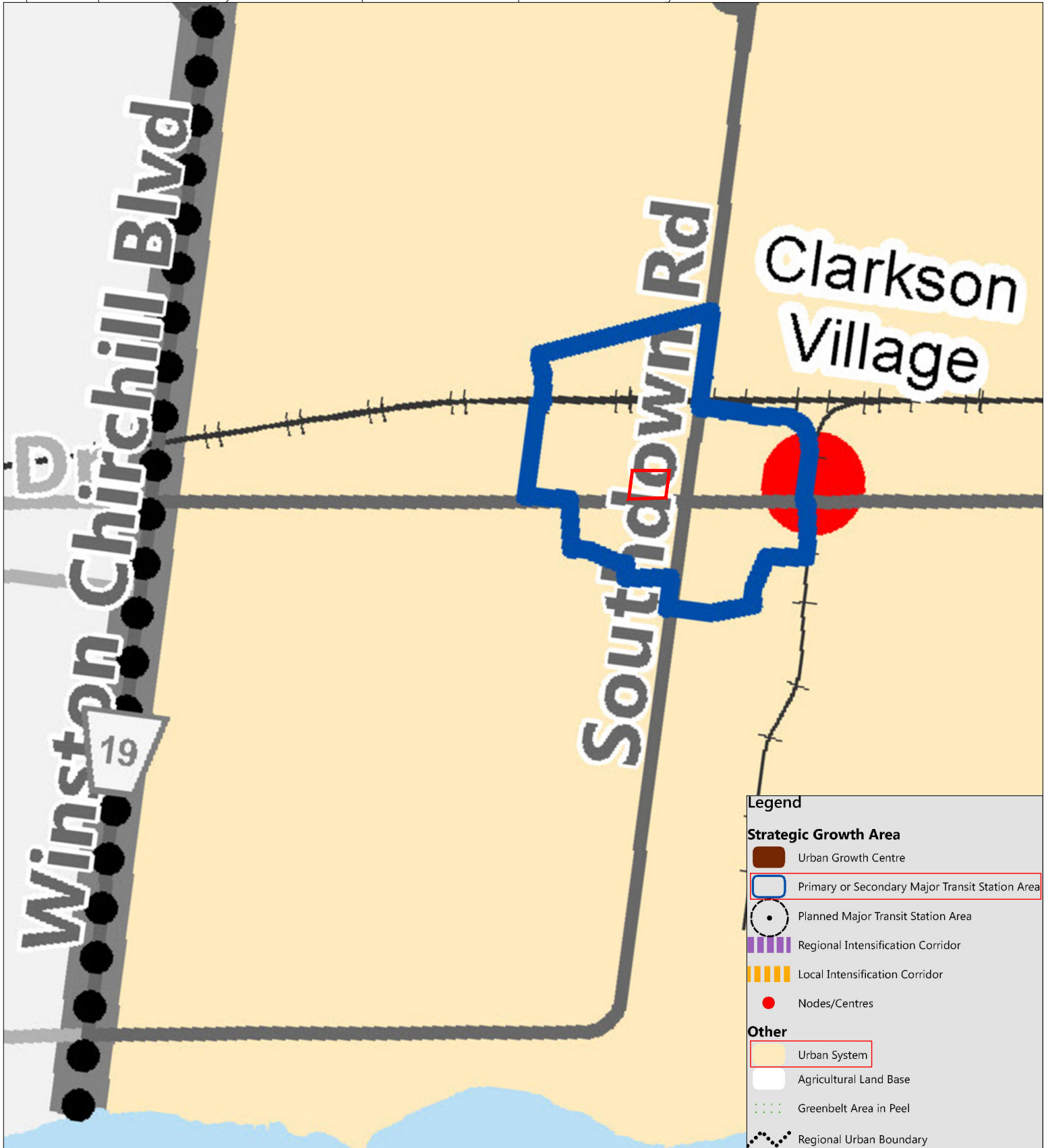
2077 - 2105 ROYAL WINDSOR DRIVE  
 CITY OF MISSISSAUGA,  
 REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

 Subject Lands



Scale NTS  
 DECEMBER 12, 2022



**FIGURE 9**  
**REGION OF PEEL STRATEGIC GROWTH AREAS**

2077 - 2105 ROYAL WINDSOR DRIVE  
 CITY OF MISSISSAUGA,  
 REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

Subject Lands



Scale NTS  
 DECEMBER 12, 2022



### Legend

- Station or Stop Locations
- Primary Major Transit Station Area
- Secondary Major Transit Station Area
- Planned Major Transit Station Area
- Growth Plan Priority Transit Corridors

## FIGURE 10

### REGION OF PEEL OFFICIAL PLAN SCHEDULE E5 - MTSA MAPPING

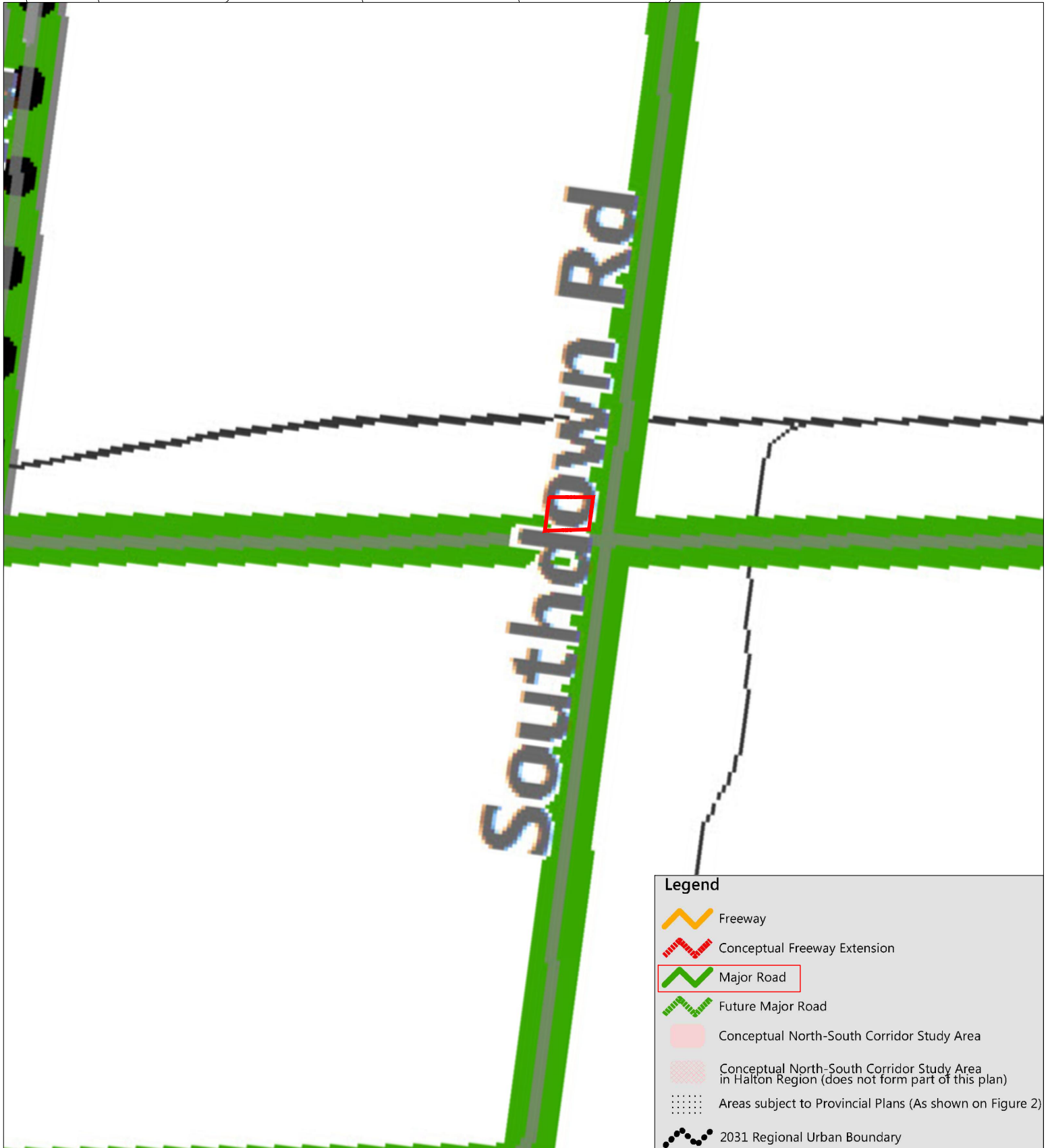
2077 - 2105 ROYAL WINDSOR DRIVE  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

### LEGEND

- Subject Lands



Scale NTS  
DECEMBER 12, 2022




# FIGURE 11

## REGION OF PEEL OFFICIAL PLAN SCHEDULE E - MAJOR ROAD NETWORK

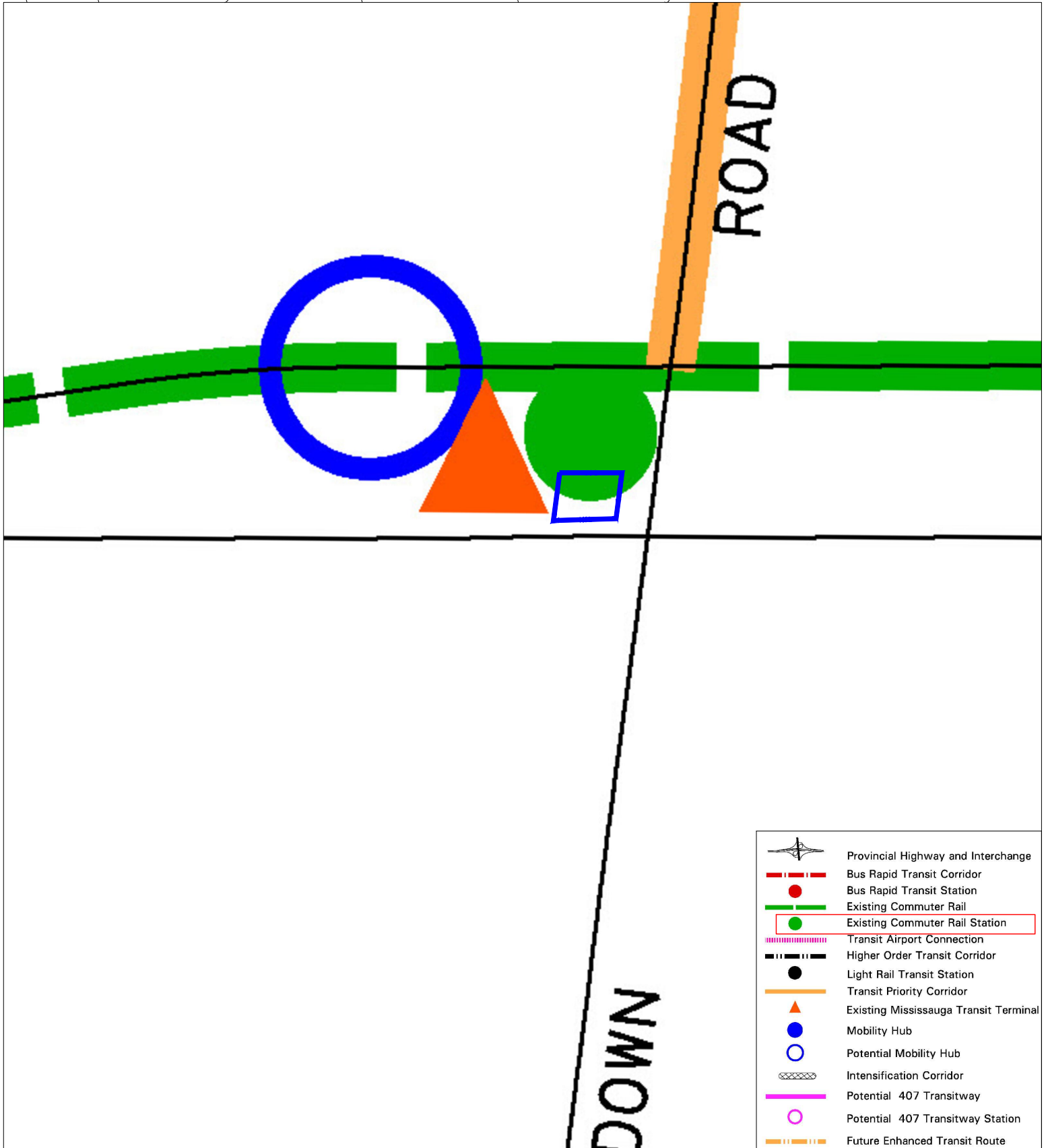
2077 - 2105 ROYAL WINDSOR DRIVE  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

### LEGEND

 Subject Lands



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# FIGURE 12

## MISSISSAUGA OFFICIAL PLAN SCHEDULE 6 - LONG TERM TRANSIT NETWORK

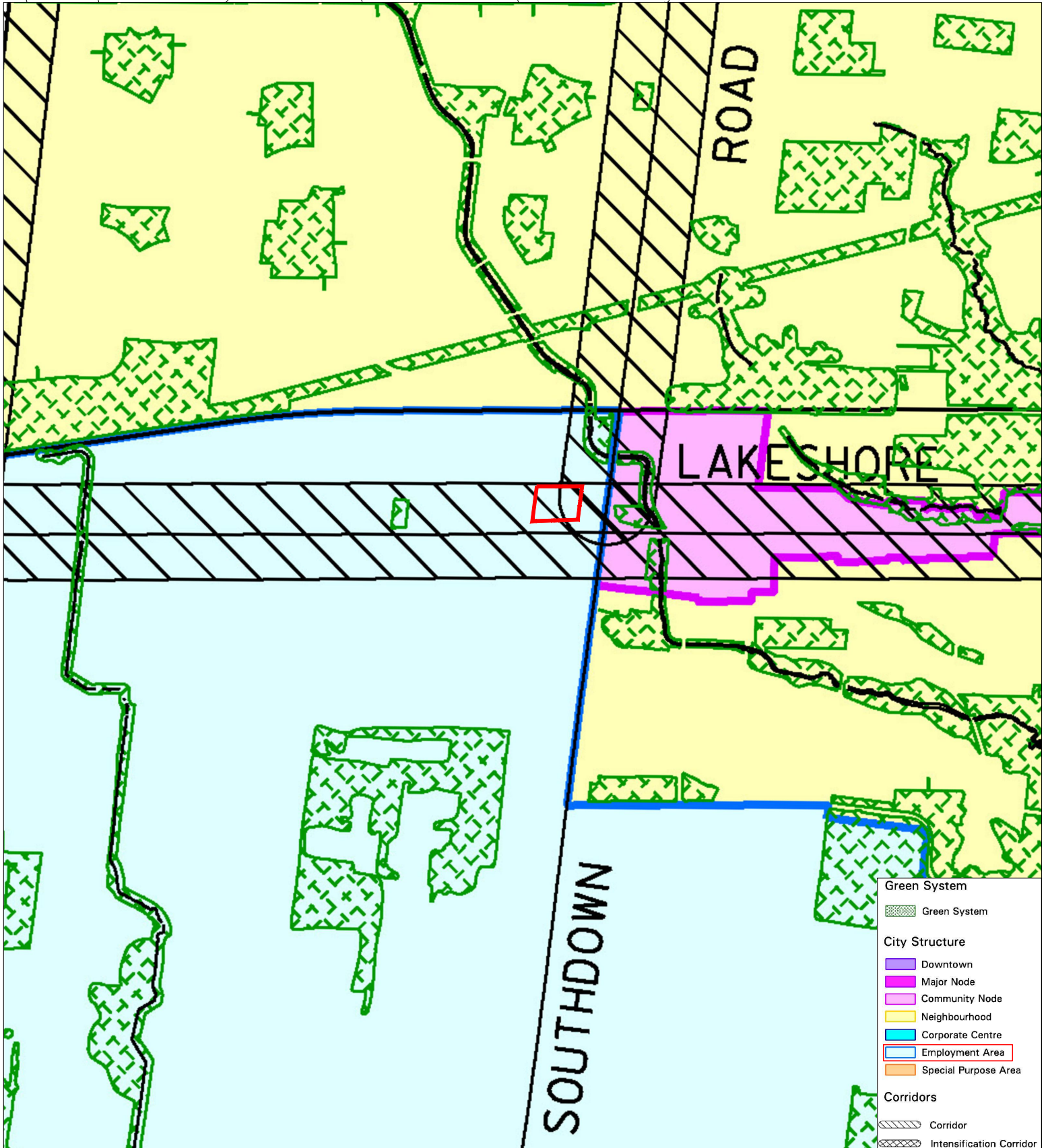
2077 - 2105 ROYAL WINDSOR DRIVE  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

### LEGEND

Subject Lands



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# FIGURE 13

## MISSISSAUGA OFFICIAL PLAN SCHEDULE 1 - URBAN SYSTEM

2077 - 2105 ROYAL WINDSOR DRIVE  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

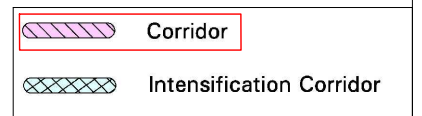
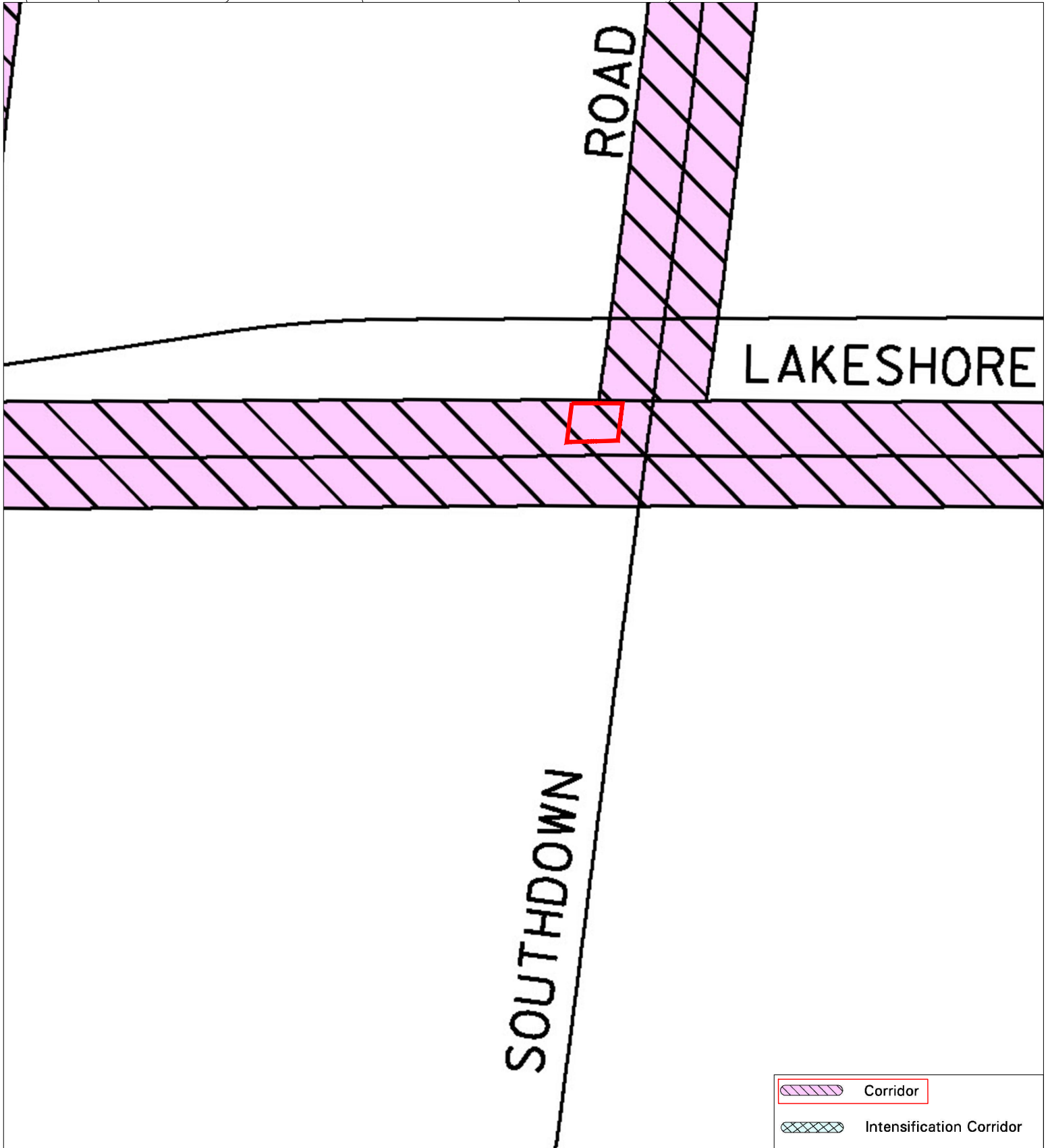
### LEGEND

 Subject Lands

- Green System**
-  Green System
- City Structure**
-  Downtown
  -  Major Node
  -  Community Node
  -  Neighbourhood
  -  Corporate Centre
  -  Employment Area
  -  Special Purpose Area
- Corridors**
-  Corridor
  -  Intensification Corridor



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# FIGURE 14

## MISSISSAUGA OFFICIAL PLAN SCHEDULE 1C - URBAN SYSTEM - CORRIDORS

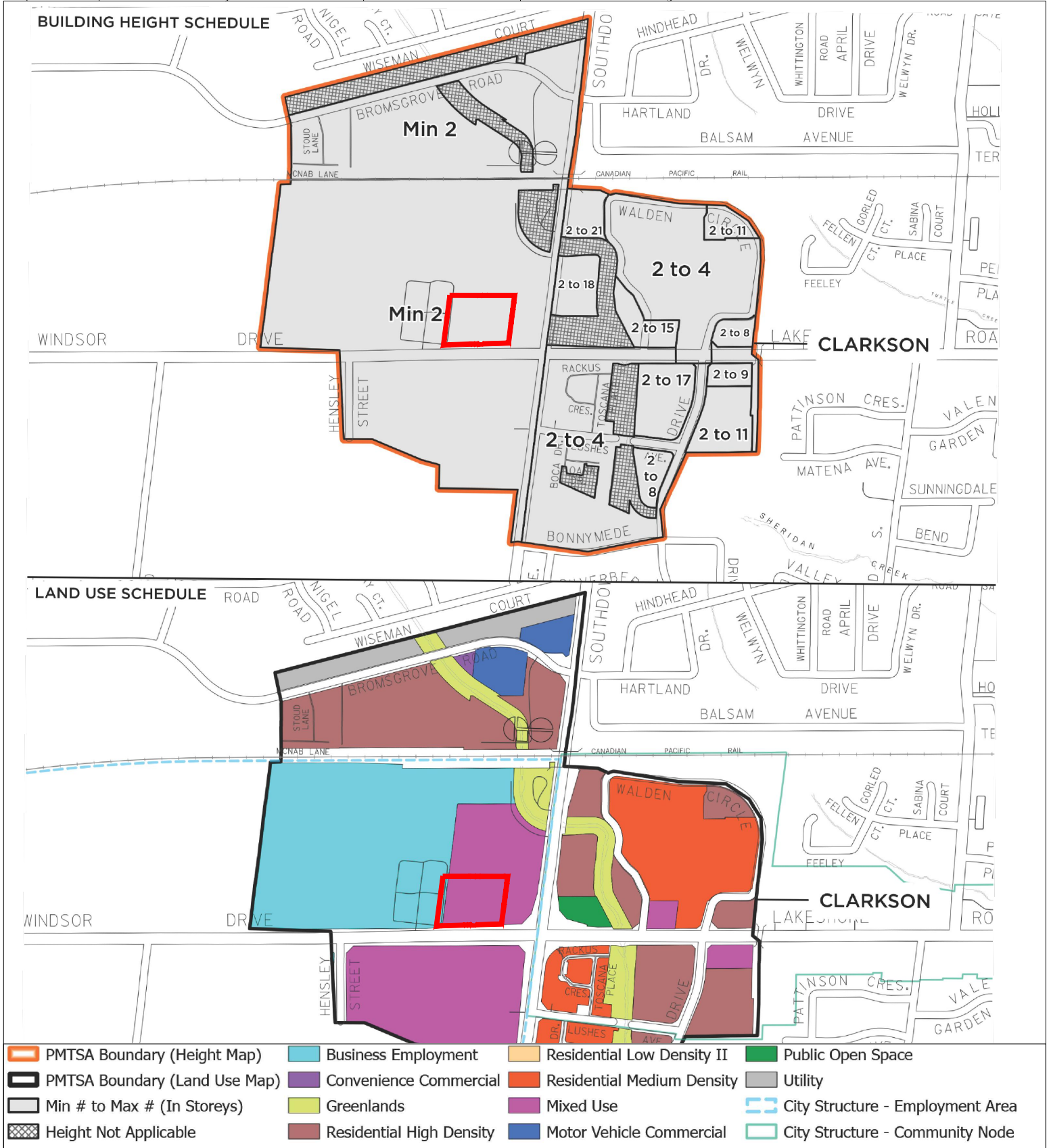
2077 - 2105 ROYAL WINDSOR DRIVE  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

### LEGEND

 Subject Lands



Scale NTS  
DECEMBER 12, 2022



# FIGURE 15

## OPA 144 SCHEDULE 11R

### CLARKSON GO PMTSA

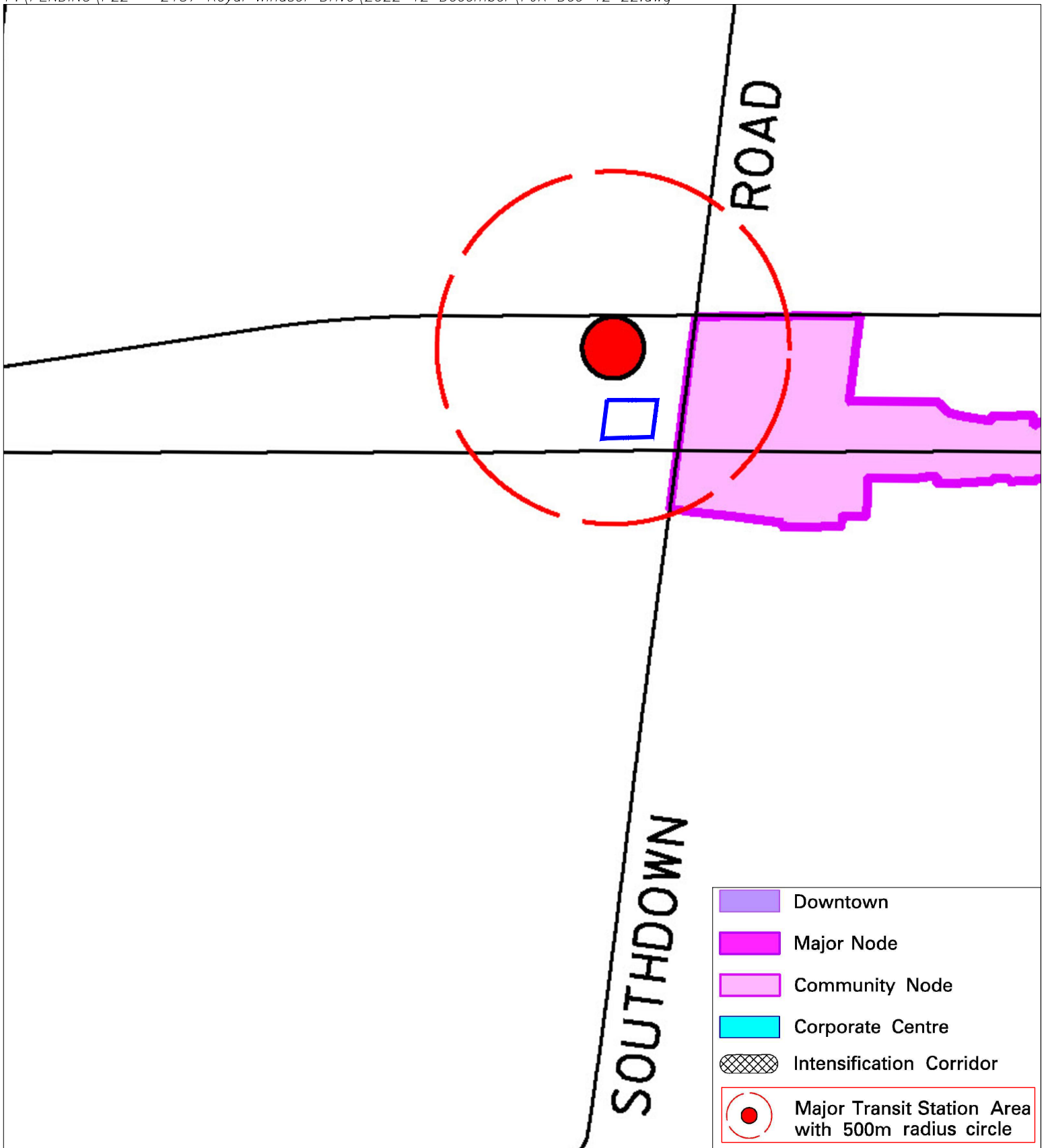
2077 - 2105 ROYAL WINDSOR DRIVE  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

#### LEGEND

Subject Lands



Scale NTS  
DECEMBER 12, 2022



# FIGURE 16

## MISSISSAUGA OFFICIAL PLAN SCHEDULE 2 - INTENSIFICATION AREAS

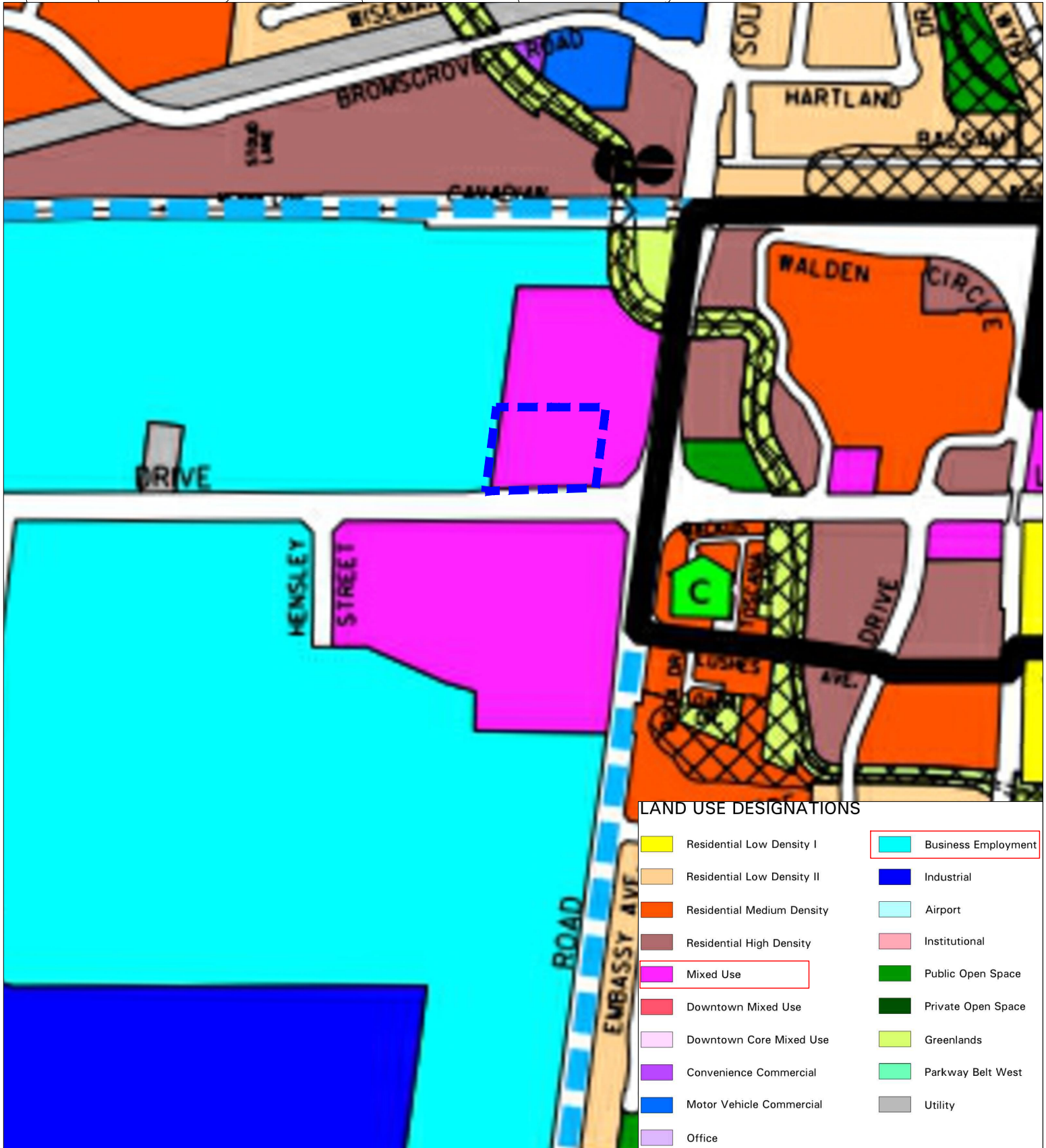
2077 - 2105 ROYAL WINDSOR DRIVE  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

### LEGEND

Subject Lands



Scale NTS  
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# FIGURE 17

## MISSISSAUGA OFFICIAL PLAN SCHEDULE 10 - LAND USE DESIGNATIONS

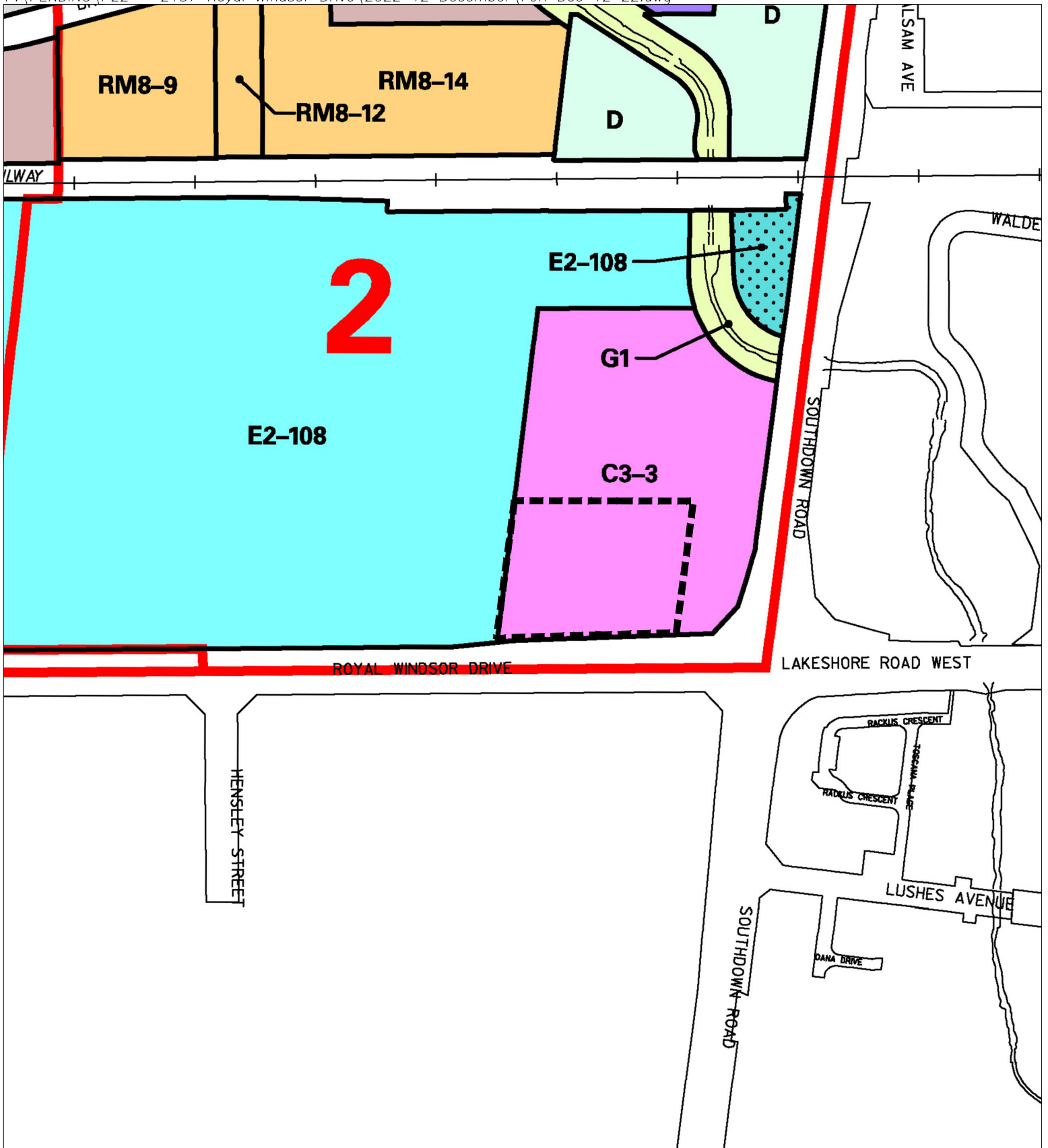
2077 - 2105 ROYAL WINDSOR DRIVE  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

### LEGEND

Subject Lands



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# FIGURE 18

## CITY OF MISSISSAUGA ZONING BY-LAW 0225-2007 - MAP 11

2077 - 2105 ROYAL WINDSOR DRIVE  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

### LEGEND

 Subject Lands



Scale NTS  
DECEMBER 12, 2022