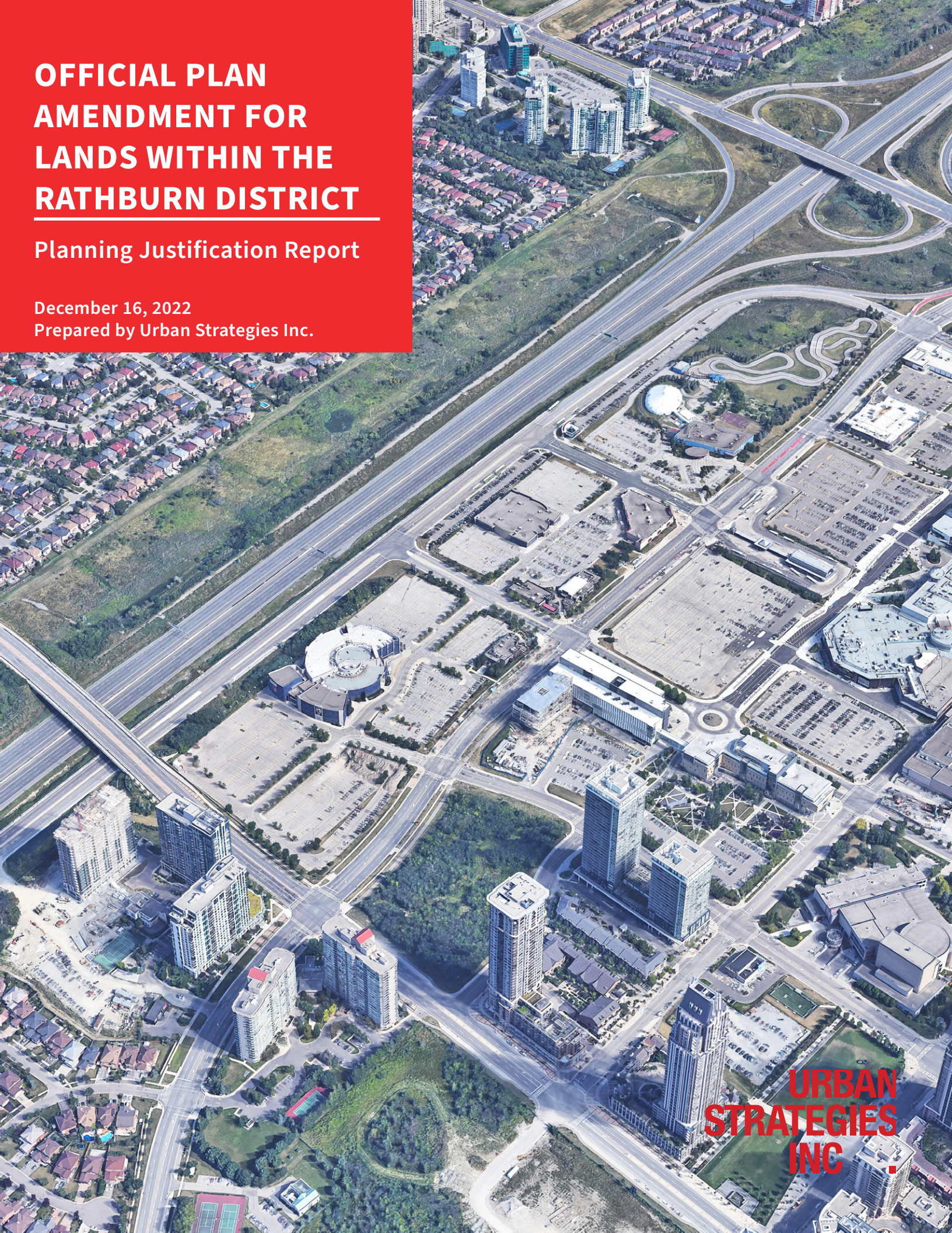


# OFFICIAL PLAN AMENDMENT FOR LANDS WITHIN THE RATHBURN DISTRICT

## Planning Justification Report

December 16, 2022

Prepared by Urban Strategies Inc.



**URBAN  
STRATEGIES  
INC.**



# TABLE OF CONTENTS

|            |   |           |
|------------|---|-----------|
| <b>1.0</b> | <b>INTRODUCTION</b>   | <b>3</b>  |
| 1.1        | REPORT OVERVIEW   | 5         |
| <b>2.0</b> | <b>THE SITE AND CONTEXT</b>   | <b>7</b>  |
| 2.1        | SITE DESCRIPTION  | 8         |
| 2.2        | PLANNING HISTORY  | 10        |
| 2.3        | CONTEXTUAL ANALYSIS   | 11        |
| <b>3.0</b> | <b>THE PROPOSED AMENDMENTS AND KEY PLANNING CONSIDERATIONS</b>                    | <b>15</b> |
| 3.1        | THE PROPOSED AMENDMENTS   | 16        |
| 3.2        | SUPPORTING ANALYSIS   | 16        |
| 3.3        | KEY PLANNING CONSIDERATIONS   | 20        |
| <b>4.0</b> | <b>PLANNING POLICY CONTEXT</b>  | <b>25</b> |
| 4.1        | PLANNING ACT, R.S.O. 1990, CHAPTER P.13   | 26        |
| 4.2        | PROVINCIAL POLICY STATEMENT, 2020   | 27        |
| 4.3        | GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2020                                | 33        |
| 4.4        | 2041 REGIONAL TRANSPORTATION PLAN, 2018   | 40        |
| 4.5        | PEEL REGIONAL OFFICIAL PLAN, 2022   | 41        |
| 4.6        | DOWNTOWN21: CREATING AN URBAN PLACE AT THE HEART OF MISSISSAUGA MASTER PLAN, 2010 | 52        |
| 4.7        | CITY OF MISSISSAUGA OFFICIAL PLAN, 2012   | 53        |
| 4.8        | MISSISSAUGA OFFICIAL PLAN AMENDMENTS 143 & 144                                    | 67        |
| 4.9        | DOWNTOWN CORE LOCAL AREA PLAN   | 69        |
| 4.10       | MAKING ROOM FOR THE MIDDLE: A HOUSING STRATEGY FOR MISSISSAUGA                    | 76        |
| 4.11       | INCLUSIONARY ZONING (OPA 140 & BY-LAW 1213-2022)                                  | 76        |
| 4.12       | ZONING BY-LAW 0225-2007 AND 0050-2013   | 77        |
| <b>5.0</b> | <b>COMMUNITY ENGAGEMENT PLAN</b>  | <b>78</b> |
| <b>6.0</b> | <b>PLANNING SUMMARY &amp; CONCLUSION</b>  | <b>81</b> |



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**1.0**

**INTRODUCTION**

## 1.1 INTRODUCTION & PROJECT OVERVIEW

Urban Strategies Inc. has prepared this Planning Justification Report on behalf of Oxford Properties Group (“Oxford”, the “Applicant” and the “Owner”), in support of an Official Plan Amendment (“OPA”) pertaining to all the Oxford-owned lands north of Rathburn Road West in the Rathburn District of the Downtown Core (the “Subject Lands”). This is a policy-only OPA and no development is proposed at this time as part of this planning application. The application proposes an Official Plan Amendment that would:

- Redesignate three Rathburn District blocks (Oxford Blocks 9, 10, and 12) from *Office* to *Downtown Mixed Use*.
- Retain the *Office* designation on all remaining blocks of the Subject Lands, which comprise 70% of the Subject Land area.
- Establish a minimum amount of non-residential Gross Floor Area (GFA) in conjunction with future mixed-use development on the redesignated blocks.
- Enhance the commercial land use permissions on all Subject Lands to include permission for science and technology facilities commensurate with Mississauga’s strong life science industry presence.
- Amend the Downtown Core Local Area Plan description of the intended character for the Rathburn District to better align with the existing land use permissions and the proposed expansion of residential and commercial use permissions.

The Subject Lands are approximately 14.2 ha in area (inclusive of existing and planned rights-of-way) and are currently underutilized with low-rise retail and entertainment uses and associated surface parking areas. The Subject Lands are bounded by Rathburn Road West, Confederation Parkway and Centre View Drive. They are situated in the northern portion of the Downtown Core Character Area, are near Highway 403, are within an Urban Growth Centre and have excellent connectivity to the local and regional transportation network including an existing transit terminal, and the planned Hurontario LRT.

Under the current policy framework, all of the Subject Lands are designated *Office* and envisioned for intensification with a focus on office uses. Notwithstanding the *Office* designation, existing policy permissions for the Subject Lands include permissions for residential uses in the form of apartment dwellings, provided they are part of a development application that includes certain non-residential uses and represent a maximum of 20% of the total gross floor area proposed. Oxford proposes to expand these existing residential permissions on three blocks in the westernmost portion of the Rathburn District while retaining the *Office* designation on the balance of the Subject Lands. The proposed policy amendments would enable the Subject Lands to better align with provincial, regional and municipal priorities for supporting transit investments, achieving Urban Growth Centre density targets, creating complete communities and delivering needed housing options, all while supporting jobs and economic competitiveness and maintaining sufficient *Office*-designated lands to accommodate significantly more than the employment growth planned for the Downtown Core to 2051. The proposed amendments would also enable the near-term activation of key Downtown sites and set the pre-conditions for eventual major office investment without reducing the potential for jobs in the Rathburn District.

## Report Overview

The purpose of this report is to provide a comprehensive overview and planning justification of the proposed amendments, and establish whether the requested Official Plan Amendments are consistent with, conform to and support the applicable Provincial, Regional and City of Mississauga policy direction, and represent good planning.

The report is structured as follows:

**Section 2: Site and Surrounding Context** provides a description of the site and surrounding context, the planning history and background, and the transportation context.

**Section 3: Proposed Amendments and Key Planning Considerations** describes the proposed amendments and summarizes the key planning justifications.

**Section 4: Planning Policy Analysis** provides a detailed summary of how the proposed amendments respond to applicable Provincial, Regional and City of Mississauga planning policies and design standards.

**Section 5: Community Engagement Plan** describes the initial approach for consultation on the OPA.

**Section 6: Planning Summary and Conclusions** provides a summary of this planning justification report.

The draft Official Plan Amendment has been prepared and submitted under separate cover.





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**2.0**

**THE SITE AND  
CONTEXT**

## 2.1 Site Description

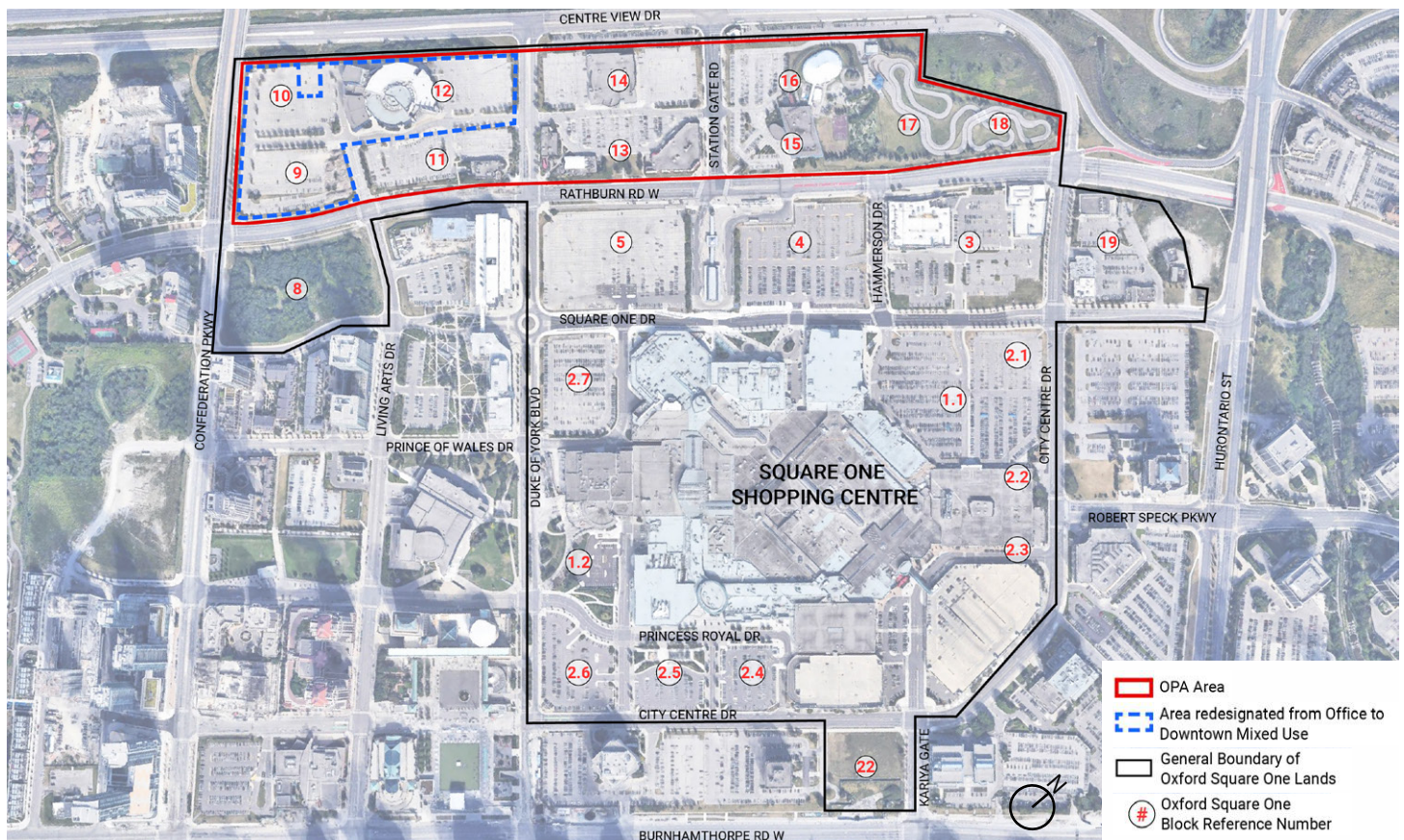
The Subject Lands are located within the Downtown Core Character Area of Mississauga, the urbanizing city centre located immediately south of Highway 403, west of Hurontario Street, and generally north of Burnhamthorpe Road West and east of Confederation Parkway. The Subject Lands include the northern portion of Oxford’s Square One Lands. The Square One Lands are approximately 60 hectares in area and represent the single largest consolidated private ownership in the Downtown Core. The Square One Lands are generally bounded by Confederation Parkway and Duke of York Boulevard to the west; City Centre Dr and Burnhamthorpe Road West to the south; City Centre Drive and Hurontario Street to the east; and Centre View Drive to the north, as shown in Figure 1. The Square One Lands include the Square One Shopping Centre, a major retail and commercial hub that anchors the Downtown and is of regional significance.

To identify different areas within the Square One Lands, Oxford has created a block naming convention that is utilized for planning and development discussions and is utilized in this report. The Subject Lands include Oxford Blocks 9-18, a 14.2 ha area (including existing and planned rights-of-way) north of

Rathburn Road West in the Rathburn District of the Downtown Core, as shown in Figure 1.

The Subject Lands are currently occupied by a variety of low-rise commercial buildings and surface parking lots, and are generally underutilized and not yet fulfilling the vision of the Downtown Core as a vital, mixed-use urban centre. The existing site uses for each Block within the Subject Lands can be summarized as follows:

- **Blocks 9 and 10:** Surface parking, a portion of which is under lease to Sheridan College
- **Block 11:** Surface parking and the former Canyon Creek Chophouse (now closed)
- **Block 12:** Surface parking and Cineplex Cinemas
- **Block 13:** Surface parking, Jack Astor’s Bar & Grill, Scaddabush Italian Kitchen & Bar, Spirit Halloween, and Starbucks
- **Block 14:** Surface parking and World of Barbie
- **Blocks 15, 16, 17 and 18:** Surface parking, GYGO! entertainment venue and go cart facilities



**Figure 1.** Subject Lands and Context Plan

The uses adjacent to the Subject Lands include a mix of surface parking, vacant green lots, large-format retail, transit facilities, post-secondary institutional uses, redevelopment lands and existing high-density residential buildings.

**North:** The Subject Lands are bordered on the north by a narrow strip of lands owned by the Ministry of Transportation of Ontario (MTO), which are partly used for surface parking. Beyond the MTO lands are City Centre Drive and Highway 403. The northern portions of Blocks 17 and 18 are vacant lands owned by the Ontario Minister of Government Services.

**East:** The Subject Lands are bordered on the east by City Centre Drive, beyond which are stormwater management features and road infrastructure for the Hurontario overpass over Highway 403.

**South:** The Subject Lands are bordered on the south by Rathburn Road West, beyond which there is a mix of surface parking lots, large format retail uses, the City Centre Transit Terminal, the Sheridan College Hazel McCallion Campus, and the Block 8 mixed-use development being pursued jointly by Oxford and

Daniels. Many high-density residential developments and key Downtown Core anchor uses are in the blocks further south, including the Square One Shopping Centre.

**West:** The Subject Lands are bordered on the west by Confederation Parkway, beyond which are high-rise and low-rise residential uses, Zonta Meadows Park and a school.

The Subject Lands are also in proximity to other major civic, cultural and commercial attractions such as the Square One Shopping Centre, Mississauga City Hall, the Living Arts Centre, and Celebration Square, all of which are within 700m of the Subject Lands. As part of an established and growing Downtown Core with civic, cultural and commercial amenities and planned higher-order transit, the Subject Lands are an ideal location for mixed-use development and major office uses, where residents and workers will be able to meet many of their daily needs within walking distance.



**Figure 2.** Bird's-eye View of the Subject Lands and Context

## 2.2 Planning History

### Evolution of Square One and Downtown Mississauga

The Square One Shopping Centre has played a key role in the development and evolution of Downtown Mississauga into an economic and cultural centre for the city and broader region. Oxford's involvement in the Downtown began in 1987 when it acquired Square One Shopping Centre and a portion of the lands surrounding it from Hammerson Canada Inc. In the decades following this land purchase, Downtown Mississauga has continued to urbanize with both public and private sector led initiatives, which include the development of the Central Library and the Living Arts Centre as well as new high rise residential developments. To provide better guidance on shaping this urbanization and growth, the City created the 2010 Downtown21 Strategic Master Plan, whose primary goals included creating a mixed-use, livable, compact, and accessible downtown that would make effective use of transit investments. The Downtown21 Strategic Master Plan provided a high level vision that led to a new planning policy framework for the Downtown Core, with Official Plan policy updates, a new Downtown Core Local Area Plan, Downtown-specific zoning regulations and Downtown Core Built Form Standards emerging through the Mississauga Official Plan Amendment 8 (MOPA 8) process.

As the single largest landowner in the Downtown Core and a critical player in its evolution, Oxford has participated in policy-development process and also taken care to plan comprehensively for the Square One Lands. In 2013, Oxford developed the Square One Lands Master Masterplan, which established a detailed and long-term vision for the evolution of the Shopping Centre and other Square One Lands blocks, and guided significant development plans such as the expansion of the south end of the Shopping Centre and significant mixed-use development applications on Blocks 8, 14 and 22. More recently, Oxford created an updated Square One Master Plan in 2020, establishing an internal vision for the next phases of Square One Lands development and reflecting new transit, market, and City planning realities.

### Block 8 Mixed-Use Development

One of the current developments occurring within the Square One lands in the Downtown Core is on Block 8, immediately southwest of the Subject Lands. Oxford and its development partner are currently developing this block to transform the previous greenfield site into a high-rise residential development which at full build-out will include five towers framing a new Privately Owned Public Space (POPS), and podium building featuring retail, a cultural centre, and facilities for Sheridan College. Phase 1 of the project has been approved and is under construction. Phase 2 of Block 8 is currently in the site plan approval stage.

The Block 8 development, which is immediately south of the Subject Lands, demonstrates the type of high-quality, mixed-use development that Oxford is pursuing within the Rathburn District and more broadly within the Downtown Core. This development illustrates the potential for Rathburn District mixed-use development to provide both needed housing and a range of uses that meet broader Downtown Core objectives. Expanded residential and commercial uses on Blocks 9, 10, and 12, would likewise enable the incorporation of significant non-residential uses in a manner that would support the office district land use emphasis.

### Block 14 Office Development

Another current Oxford development is occurring within the Subject Lands. Oxford is proposing a 19-storey office building with a 3-storey mixed-use podium on Block 14. The site plan approval application for this project is currently under review by the City. The proposed office development would occupy the northeast corner of Block 14 and would replace the low-rise commercial building and surface parking lot that currently occupy the site. The proposed major office development would be immediately adjacent to existing GO Bus service on Station Gate Road, and is immediately north of the City Centre Transit Terminal and the planned Rathburn LRT station. This proposed development demonstrates Oxford's commitment to delivering transit-oriented major office development when market conditions permit, and represents a development format similar to that Oxford envisions for the retained *Office-designated* blocks, should market conditions permit.

## 2.3 Contextual Analysis

### Transportation Context

The Subject Lands are close to and well served by a variety of transportation options including public transit and road connections.

#### EXISTING AND PLANNED TRANSIT

The Subject Lands are well served by a variety of transit options, available both directly within and proximate to the blocks comprising the Subject Lands. The existing and planned bus and light rail connections in relation to the Subject Lands are shown below in Figure 3.

The transit services accessible from the Subject Lands include:

- Mississauga Transitway BRT;
- Miway Bus (2-10, 17, 20, 26, 28, 34, 61, 66, 68, 74, 76, 87, 107, 109, 110);
- Zum Bus (502); and
- GO Bus Service (19, 40, 41, 47).

These transit services are accessible via the Mississauga City Centre Transit Terminal as well as via the Square One GO Bus station, both of which are located at the intersection of Station Gate Rd and Rathburn Rd W. The Square One GO Bus station and accompanying bus laybys are located within the Subject Lands area, and the City Centre Transit Terminal is located on the south side of Rathburn Rd W. All of the Blocks proposed to be retained under the *Office* designation (Blocks 11 and 13-18) are within less than 500 metres of these transit services. The blocks proposed for redesignation to *Downtown Mixed Use* (Blocks 9, 10, and 12) all are within approximately 500 metres from the transit services.

In addition to the existing transit service options, the future Hazel McCallion line (“Hurontario LRT”), will run along Hurontario Street and provide high frequency transit connections along the corridor. The LRT line will service the Downtown Core via the future Mississauga City Centre Station, to be located on Rathburn Road West immediately east of Station Gate Road. Oxford has discussed with the City of Mississauga and Metrolinx the potential to locate the

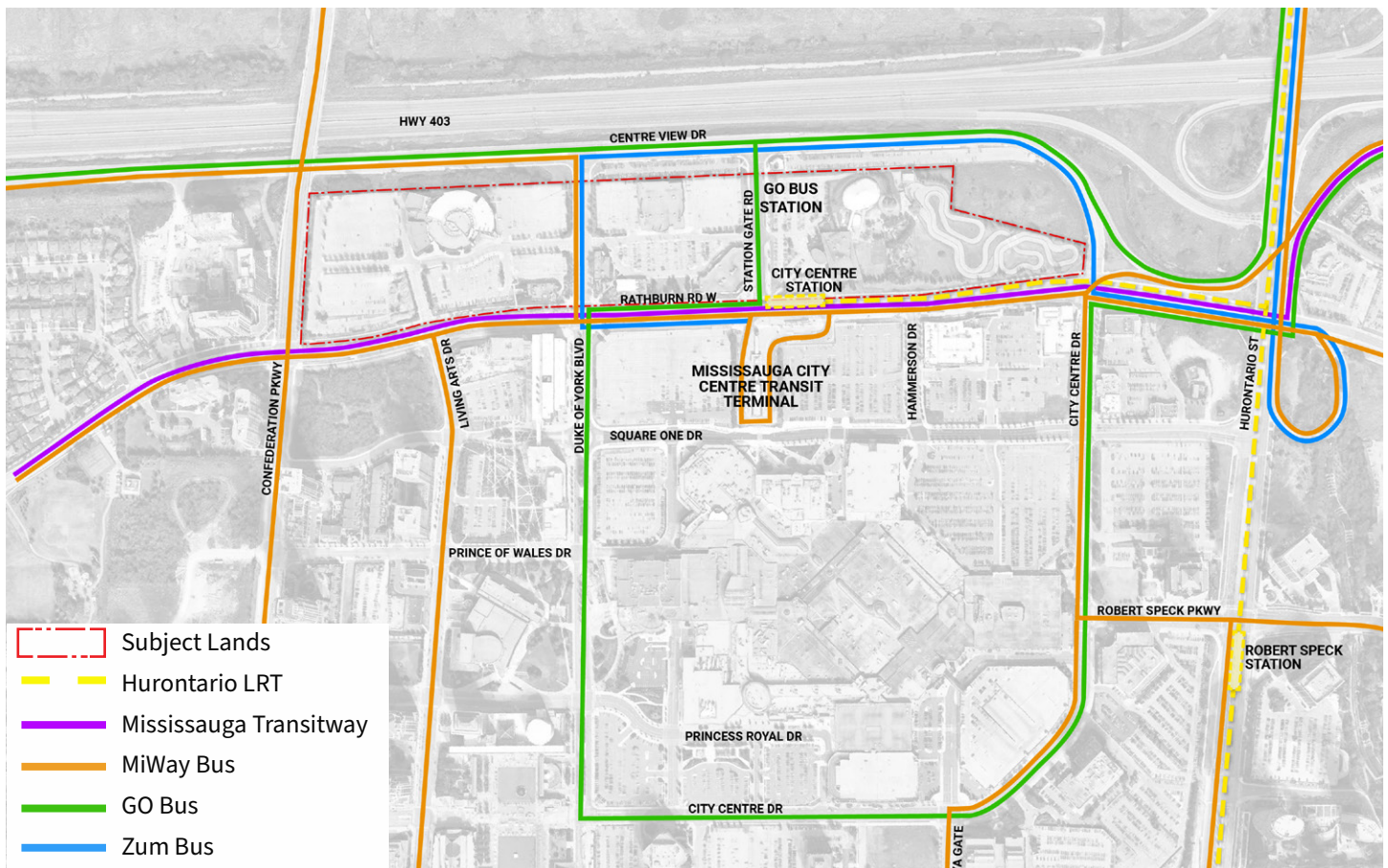


Figure 3. Existing and Planned Transit

station within a new combined mobility hub on the Subject Lands that would combine the LRT station and services with the existing Mississauga Transit Terminal Station and Square One GO Bus station services. Funding and detailed plans for the Downtown mobility hub have not emerged, though the mobility hub concept is included in the City's Downtown Core Local Area Plan. This application maintains the potential to accommodate the mobility hub if plans and arrangements advance, but in the absence of such arrangements, the blocks remain planned for office development.

### **ROAD NETWORK**

As previously mentioned, the Subject Lands are bounded by Rathburn Rd W, Centre View Dr, and Confederation Pkwy, all of which are designated as Major Collector roadways, as shown in Schedule 5 of the Mississauga Official Plan. In addition to these existing roadways, new local and private roads are envisioned to be located within the Subject Lands. This includes a new east/west private road running along the middle of the Subject Lands as well as two new/extended north/south roads on the east and west sides of the Subject Lands. A detailed overview of the existing and planned roadways is shown on Schedule 2 of the Downtown Local Area Plan. The application does not propose any changes to the planned road network. In addition, the Subject Lands are located close to Highway 403, and are within 250 metres of the Hurontario Street interchange, providing excellent connections between the Subject Lands and the broader region.

### **MISSISSAUGA TRANSPORTATION MASTER PLAN**

The Mississauga Transportation Master Plan (TMP) was approved by council in May 2019 with the plan providing five pillars of change to help direct and support the continued improvement of Mississauga's transportation systems. Some of the opportunities identified within the TMP include managing public-rights-of-way to re-allocate space between modes as well as investing in new pedestrian, cycling, and transit infrastructure to shift trips away from vehicles to more efficient modes.

In addition to expanding transit and active transportation options, this plan also supports the creation of new housing in locations that are close to a range of amenities so that people can walk to complete their daily needs as well as access transit to complete longer trips. The TMP also supports creating diverse housing options within or in proximity to, employment centres to provide people with shorter and easier commutes. The TMP states that the Downtown Core will become one of the primary job centres in the city and thus a focal point for transit services in order to accommodate both employment and residential growth in the area. The TMP also notes that the regional importance of the Downtown Core will expand once the Hurontario LRT begins operation as it will connect the Downtown Core to the rest of the Hurontario Corridor from Port Credit to Brampton. The TMP also states that higher density and future development should occur within Major Transit Station Areas and along Intensification Corridors in order to optimize transit access and land use.

## Community Services and Facilities

The Subject Lands are well served by a range of nearby civic, commercial, retail, and public amenities.

**Libraries:** The Hazel McCallion Central Library is the closest public library to the Subject Lands, approximately 700m away.

**Schools:** There are a variety of schools within 1km of the Subject Lands including Mississauga Secondary Academy (Private High School), Greenbrier High School (Private High School), Fairview Public School, Corpus Christi Separate School, Huntington Ridge Public School, and St. Matthew Elementary School. Post secondary institutions are also located within 1km of the Subject Lands including Sheridan College Hazel McCallion Campus, Mohawk College Mississauga Campus, CDI College, triOS College Mississauga Campus, and Citi College.

**Grocery Stores:** There are several grocery and food stores within 1km of the Subject Lands. These include Whole Foods, Rabba Fine Foods, Walmart, and Bulk Barn.

**Community Amenities:** There are a variety of community amenities located within 1km of the Subject Lands including the Mississauga YMCA, Mississauga Civic Centre, and the Living Arts Centre.

**Parks, Open Space, and Outdoor Recreation:** While there is currently no public open space or recreation areas within the Subject Lands, there is a variety of green space and public open space within the Downtown Core and within 1km of the Subject Lands. These include Scholars Green Park, Community Common Park, Zonta Meadows Park, Kariya Park, Daniels Boxed Soccer Field, and Celebration Square.





# **3.0**

## **THE PROPOSED AMENDMENTS AND KEY PLANNING CONSIDERATIONS**

## 3.1 The Proposed Amendments

Oxford is proposing a policy-only OPA to expand existing residential permissions on a portion of the Subject Lands, expand commercial permissions on all of the Subject Lands to enable life science uses, and otherwise retain the *Office* designation on the majority of the Subject Lands without reducing the overall potential for jobs. The proposed amendments also maintain the potential to create significant amenities for residents and employees.

This is to be achieved through four amendments:

1. The application proposes a redesignation from *Office* to *Downtown Mixed Use* in Mississauga Official Plan Schedule 10 Land Use for Oxford Blocks 9, 10, and 12. The *Office* designation would continue to apply to the remaining blocks, which represent 70% of the Subject Lands.
2. The application proposes an amendment to the description of the intended character of the Rathburn District in Section 4.3.4 of the Downtown Core Local Area Plan to align the language with the existing land use permissions and the proposed expansion of residential and commercial land use permissions. The amended language notes that the intended character of the district has an emphasis on intensification with office and employment uses while also allowing a compatible mix of residential and commercial uses.
3. The application proposes an amendment to the Section 12 Special Site Policies of the Downtown Core Local Area Plan to remove Oxford Blocks 9, 10, and 12 from Map 4 and Special Site Policy 12, as the provisions of Special Site Policy 12 would not be applicable to areas designated *Downtown Mixed Use*. The application also proposes the inclusion of “science and technology facilities” as a permitted use in Special Site Policy 12.
4. The application proposes that a new Special Site Policy be introduced to the Downtown Core Local Area Plan that applies to Oxford Blocks 9, 10, and 12. The new Special Site Policy would stipulate that mixed-use development on those sites could only take place in conjunction with the provision of a minimum 13,935m<sup>2</sup> (150,000ft<sup>2</sup>) non-residential GFA across all of Blocks 9, 10, and 12 at full build-out, either incorporated in mixed-use buildings or within separate buildings on those blocks. The new Special Site Policy would also identify “science and technology facilities” as a permitted use on those blocks.

## 3.2 Supporting Analysis

### urbanMetrics’ Economic and Market Analysis

urbanMetrics Inc. (“urbanMetrics”) prepared an Economic and Market Analysis in support of this OPA application, which is submitted under separate cover. The analysis establishes the planned and forecasted office space for the Downtown Mississauga, as well as the historical and expected market conditions that will affect the delivery of office development in the area. urbanMetrics completed a detailed review of the office market in Mississauga and the Greater Toronto Area (GTA), identified and evaluated the City of Mississauga population and employment growth forecasts, and evaluated the proposed OPA in the context of these growth forecasts.

#### **PLANNED AND FORECASTED EMPLOYMENT IN DOWNTOWN MISSISSAUGA**

To establish the planned employment populations for Mississauga and the Downtown Core Character Area, urbanMetrics consulted the Region of Peel’s 2051 Land Needs Assessment forecasts, which were informed by estimates of growth for each Character Area provided by the City of Mississauga. These forecasts are also reflected in the City of Mississauga’s online Planning Information Hub. urbanMetrics summarizes that the total employment forecast for the City of Mississauga to 2051 is 590,000 jobs, which represents a growth of 97,000 jobs from 2021 to 2051. Of this forecasted growth, 46,000 jobs are forecasted to be in the Major Office Sector city-wide.

urbanMetrics notes that the Downtown Core Character Area had 23,760 jobs in 2021, and is forecasted to accommodate a total of 38,710 jobs by 2051, representing an increase of 14,950 jobs across all employment sectors. The larger Downtown area (which is equivalent to the Urban Growth Centre boundary) accommodated 38,150 jobs in 2021 and is forecasted to have 57,790 jobs by 2051, an increase of 19,640 jobs across all sectors.

## THE CHALLENGING OFFICE DEVELOPMENT MARKET IN THE DOWNTOWN CORE

urbanMetrics' report summarizes the challenging office market in the Downtown Core Character Area. Among other sources, urbanMetrics uses the 2016 Information Report from the Commissioner of Planning and Building to the Mississauga Planning and Development Committee recommending the expansion of a Community Improvement Plan (CIP) area to encompass the entire Downtown Core Character Area.<sup>1</sup> The 2016 CIP Information Report includes a Draft Downtown Community Improvement Plan as Appendix 1, which was ultimately approved by the Planning and Development Committee and City Council.

The 2016 CIP Information Report highlights the challenges of attracting and retaining major office development in the Downtown Core. The Draft Downtown Community Improvement Plan asserts that, "but for any type of incentive, major office development will not occur in the downtown."<sup>2</sup> The Information Report indicates that after attracting a strong office base in the 1980s, office development had languished since the mid-1990s, and that at the time of the Report's writing no major new office development had been constructed in the Downtown Core in more than 20 years.<sup>3</sup> urbanMetrics also reviewed available office space development activity from Colliers International since 2016, which indicates that no office construction has taken place in Mississauga City Centre in that timeframe (and that virtually no new office construction has taken place in any of the Mississauga Market Areas since the first quarter of 2021).<sup>4</sup> Together, these sources indicate that **no major new office development has occurred in the Downtown Core in 25 years or more.**

In addition to the languishing development of new office space, office supply in the Downtown Core has also relocated to other areas. The 2016 CIP Information Report indicates that in 1991, the Downtown Core was the City's most successful office district, but that most of that office space has relocated to business parks.<sup>5</sup> The Report further establishes that the main impediments to Downtown office development are the cost of land and the cost of building underground parking, and that the rising vacancy rates in the Greater Toronto and Hamilton Area (GTHA) at the time of the Report's writing meant that there was significant competition for office space.<sup>6</sup>

## SETTING THE PRECONDITIONS FOR SUCCESSFUL MAJOR OFFICE INVESTMENT

The 2016 CIP Information Report clearly concludes that reserving land for office space has not resulted in office development, and that additional conditions can support office attraction. The Report notes that "while the planning framework for office development opportunities exist on a number of sites in the downtown, new office building development has not transpired."<sup>7</sup> The Report suggested at the time that despite apparent growing office interest in the Downtown Core in 2016, it was important to narrow the competitive gap between the Downtown and other municipalities. The Report notes that businesses are interested in urban areas that are walkable and close to amenities and transit stations, and that businesses may benefit from locating near others in similar sectors. It summarizes that the availability of nearby amenities such as restaurants, cafes, gyms, theatres and retail is important for contemporary offices, and that "a solid residential base can also influence office location."<sup>8</sup>

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1 City of Mississauga Corporate Report CD.04.COM, "Draft Downtown Community Improvement Plan Information Report (Wards 4 and 7)", May 24, 2016

2 Ibid., pp. 12

3 Ibid., pp. 11

4 urbanMetrics Inc., "Rathburn Lands OPA Land Use Economic and Market Analysis", November 23, 2022, pp. 18.

5 City of Mississauga, pp. 11

6 Ibid.

7 Ibid., pp. 4

8 Ibid.

## RESIDENTIAL NEEDS AND FORECASTS IN THE DOWNTOWN CORE

Based on the Region of Peel's 2051 Land Needs Assessment forecasts, urbanMetrics summarizes the existing and forecasted residential populations in Mississauga and the Downtown Core. urbanMetrics summarizes that the forecasted residential population for the entire City of Mississauga in 2051 is 995,000. The forecasts for the Downtown Core Character Area indicate a 2021 population of 37,060, growing to 80,950 by 2051. This represents an increase of 43,890 people.

In addition to established residential forecasts used for planning purposes, the Provincial Government has recently released housing targets to address the growing need for housing in Ontario. Ontario's More Homes Built Faster: Ontario's Housing Supply Action Plan: 2022-2023 establishes the intention to enable the development of 1.5 million homes in Ontario in the next 10 years. On October 25, 2022 the Ministry of Municipal Affairs and Housing posted a bulletin assigning housing targets to 29 municipalities in Ontario to meet the overarching housing objective. The City of Mississauga is assigned the third highest housing target, requiring the construction of 120,000 new residential units by 2031. The City of Mississauga is currently forecasting 32,500 total new residential units from 2022-2033<sup>9</sup>, significantly less than the new Provincial targets. This suggests that for the City to address the new target, it will be critical to optimize lands that can best accommodate residential growth. The Subject Lands are well-situated in terms of supporting public investments in transit and providing opportunities for future residents of the new units to live in a complete community with a range of amenities, services, and employment opportunities nearby.

## The Employment and Residential Potential of the Subject Lands

To inform this OPA application, Hariri Pontarini Architects estimated the employment and residential potential of the Subject Lands in accordance with the proposal to redesignate Blocks 9, 10, and 12 to *Downtown Mixed Use* and retain the remaining Blocks 11 and 13-18 as *Office*.

For the retained *Office* blocks, Hariri Pontarini Architects tested their employment space potential based on a build-out scenario generally consistent with Oxford's current 19-storey Block 14 office development proposal and the key policies of the Downtown Core Local Area Plan. Hariri Pontarini assumed the following:

- No surface parking
- Minimum 3-storey base buildings
- A total of 12 office buildings on the *Office*-designated portions of the Subject lands (with most blocks accommodating two office buildings) and two office buildings on the provincially-owned *Office* lands
- Building heights of 16-20 storeys (though unlimited height and density is currently permitted, this height range reflects potential market conditions)
- Upper office floor plates of approximately 2,400 square metres
- Gross floor area (GFA) calculated based on 5% reduction from gross construction area

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<sup>9</sup> City of Mississauga Planning Information Hub, Unit Forecast: Growth Forecast | City Planning Data Hub 1 (arcgis.com)

With these parameters, Hariri Pontarini Architects estimates that all retained *Office* blocks in the Rathburn District would accommodate 518,872 square metres (5.59 million square feet) gross floor area of office space at full build-out. Not including the provincially-owned lands, the retained *Office* blocks on the Subject Lands could accommodate 483,523 square metres (5.2 million square feet) gross floor area of office space. Assuming that all of the gross floor area in these blocks would be used for office uses, and using an assumption of 19.97 square metres (215 square feet) of office GFA per office job, the retained *Office* blocks on the Subject Lands would accommodate approximately 24,200 office jobs. This exceeds the 2051 employment forecast for all sectors in the Downtown Core by over 9,000 jobs, and exceeds the employment 2051 forecast for all sectors in the entire Downtown UGC by over 4,500 jobs. That does not include the proposed minimum 13,935 square metres of non-residential space that would be included in future development on blocks proposed to be redesignated to *Downtown Mixed Use*.

This demonstrates that, using a relatively conservative and market-reflective built form assumption, the Subject Lands can accommodate substantially more jobs than are planned for the Downtown Core to 2051, even with the expansion of residential permissions on three blocks. The retained *Office* Blocks within the Rathburn District can accommodate at least 5.59 million square feet of office space, which is consistent in scale with the total current office inventories in Vaughan, Oakville, or Brampton.<sup>10</sup> Given that no office development has

taken place in the Downtown Core in 25 years, retaining space for 5.59 million additional square feet on just the retained *Office* blocks in the Subject Lands represents an over-supply relative to realistic absorption potential over the planning horizon. It is also reasonable to conclude that the office market for Blocks 9, 10, and 12 – the westernmost blocks which are not clustered directly around existing and planned transit – would not emerge (if at all) until substantially later than 2051. That would leave Blocks 9, 10, and 12 unnecessarily underutilized for decades more to come, preventing them from supporting transit, providing needed housing, contributing to complete communities Downtown, or helping to establish a critical mass of amenities, commercial activity or immediately proximate housing to support office attraction.

To establish the higher potential of Blocks 9, 10, and 12 under a *Downtown Mixed Use* designation, Hariri Pontarini architects tested their ability to deliver new residential units. Using typical mixed-use residential floor plates, tower separation distances of at least 30 metres, and building heights greater than 35 storeys, Hariri Pontarini Architects estimates that the redesignated blocks could reasonably accommodate 4,425 or more new residential units, which represents homes for approximately 7,963 residents based on an average of 1.8 people/unit.

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<sup>10</sup> urbanMetrics, pp. 16

### 3.3 Key Planning Considerations

The following is a summary of the key planning justifications for the proposed amendments. A detailed policy analysis is provided in the following section, Chapter 5 Planning Policy Context. This planning justification is informed by urbanMetrics' Rathburn Lands OPA Economic and Market Analysis.

#### The Amendments will Support a Successful Major Office Node in the Rathburn District

Provincial, Regional and Municipal policies support a strong, competitive and diverse economy. Provincial and Regional policies establish a minimum density target in the Downtown Mississauga Urban Growth Centre of 200 people and jobs per hectare. Adopted but not yet approved or in-force policies of the City of Mississauga provide for a minimum of 400 people and jobs per hectare for the City Centre Major Transit Station Area. At the municipal level, emphasis is placed on creating a balance of residential and employment growth in the Downtown. Residential uses are already permitted on the Subject Lands, though subject to limitations and only as part of an office, institutional, or hotel application.

Oxford proposes to expand the existing residential permissions in a small portion of the Rathburn District without reducing the overall potential for jobs on the Subject Lands. The proposed amendments would redesignate just three blocks (Oxford Blocks 9, 10, and 12, totalling 4.3 hectares in area) within the Rathburn District from *Office* to *Downtown Mixed Use* while retaining the *Office* designation on the majority of the blocks in the Subject Lands (Blocks 11, 13-18, totalling 10.9 hectares in area).

Though the proposed amendments would result in the removal of a portion of the Subject Lands from the *Office* designation, it would not result in a reduction of the potential jobs that can be accommodated on the Subject Lands. While establishing the precise number of jobs that can be accommodated on any site is challenging, this proposal supports the jobs-accommodating potential of the Subject Lands in various ways.

- First, and as summarized above, the proposed amendments retain sufficient *Office*-designated blocks to accommodate vastly more jobs than are forecasted for the entire Downtown Core, in all employment sectors, to 2051. At full build-out, the Oxford-owned Blocks 11 and 13-18 could accommodate at least 24,200 office jobs, exceeding the 2051 employment forecast for all sectors in the Downtown Core by over 9,000 jobs, and exceeding the employment 2051 forecast for all sectors

in the entire Downtown UGC by over 4,500 jobs. The proposed amendments preserve the potential for at least 5.59 million square feet of office space (across all of the retained *Office* blocks) in an area where no office development has occurred in at least 25 years, maintaining the job-accommodation potential of the Subject Lands far beyond the 2051 planning horizon.

- Second, the proposed amendments retain the *Office* designation on all blocks in the Subject Lands that are directly clustered around existing and planned transit facilities. This ensures that the office-attracting potential of transit investments is not diminished.
- Third, Blocks 9, 10, and 12 are proposed to be redesignated to *Downtown Mixed Use*, a land use designation which permits major and secondary office uses. The proposed land use policy change would not place any limits on the degree of office or other commercial job-creating uses that could be accommodated on those blocks.
- Fourth, the City permits unlimited height and density in the Downtown Core, including on all blocks in the Subject Lands. Amending the geographic area of lands designated for office use therefore does not reduce the number of jobs that can be accommodated on the Subject Lands.
- Fifth, through a new proposed Special Site Policy, the three blocks redesignated to *Downtown Mixed Use* would be required to provide a minimum 13,935m<sup>2</sup> (150,000ft<sup>2</sup>) non-residential GFA. This ensures that the redesignated blocks will accommodate jobs and help provide amenities and commercial activities that can support eventual office investment on the retained *Office* blocks.
- Sixth, the proposal includes the expansion of commercial land use permissions for all blocks in the Subject Lands so that they may accommodate science and technology facilities, land uses that are essential for the life sciences industry. Expanding the commercial land use permissions in this manner will enable Mississauga to attract life science uses to the Downtown Core, building on the substantial profile of that industry in the City.
- Seventh, to the extent expanded residential permissions on Blocks 9, 10 and 12 result in mixed-use development including housing, new residents will support job-generating non-residential uses by providing customers and potential employees for businesses, allowing them to grow and prosper, and by contributing to a vibrant community that attracts such businesses.

This application proposes to retain *Office* designated lands that are both sufficient in area and ideal in terms of proximity to transit to meet and exceed employment density targets and employment forecasts. The potential 483,523 m<sup>2</sup> (5.2 million ft<sup>2</sup>) GFA and 24,200 office jobs on the retained *Office* designated portions of the Subject Lands would contribute to meeting the density targets of the Downtown Urban Growth Centre (200 people and jobs per hectare). While individual sites are not required to meet the overall density targets for Urban Growth Centres, at an approximate site area including public rights-of-way of 14.2 hectares, 24,200 jobs would equate to a density of over 1,704 jobs per hectare.

The floor space, job, and density estimates noted above do not include any potential non-residential space that would be delivered within future mixed-use developments on Blocks 9, 10 and 12, or any other sites in the broader Downtown Urban Growth Centre or Downtown Core Character Area that would also be required to contribute to density targets and employment forecasts. Additionally, because height and density of development is not limited in the Downtown Core, the office developments on the Subject Lands could exceed 20-storeys if there were a suitable market. Given these factors, the proposed amendments would not limit the potential of the Subject Lands to achieve planned employment forecasts and densities.

The number of jobs that should be accommodated on the Subject Lands must also be considered in the context of the City of Mississauga's objectives for the function of the Downtown Core, and how they relate to both the population forecasts that underpin growth management policy and actual market conditions. Mississauga Official Plan policy 5.3.1.6 establishes that the Downtown Urban Growth Centre will achieve a 1:1 ratio of population to employment. The policy is generally intended to ensure that demand for residential space does not prevent the Downtown from providing employment space to support local residents and the broader city and regional economy. The specific 1:1 ratio, however, is not intended to be applied on a site-specific basis and is not related to the resident and job forecasts for Mississauga or the Downtown Core Character Area.

The proposed amendments support the overall policy objective of providing a significant number of jobs that contribute to an appropriate balance of land uses in the Downtown. However, the Subject Lands should not be seen as responsible for achieving the 1:1 residents to jobs ratio for the entire Urban Growth Centre. While no actual development is proposed at this time, analysis shows that following the proposed policy amendments, the Subject Lands could

accommodate more jobs than residents, contributing to the intended target ratio. In particular, the proposed redesignation of Blocks 9, 10, and 12 could enable the development of approximately 4,400 new residential units which could house nearly 8,000 people, while approximately 24,200 office jobs could be accommodated on the retained *Office* blocks on the Subject Lands.

The proposed amendments may also support the long-term viability of office uses in the Downtown Core, and help to establish the preconditions for attracting major office investment, which has been challenging in recent decades. As summarized above, the Downtown has not been able to attract significant new office development in the past 25 years despite the availability of office land. Oxford's proposed Block 14 office development is the first proposed new office building in the Downtown Core in many years.

The proposed amendments retain sufficient *Office*-designated land to meet and exceed planned employment growth for the Downtown Core and enhance the conditions for major office investment while the Downtown office market continues to establish itself. Oxford is proposing to retain the *Office* designation on all blocks most directly clustered around existing and planned transit, with convenient access to the Shopping Centre, excellent visibility from Highway 403, and the potential to be developed at a scale that meets the needs of major office users. These blocks have the greatest potential to attract major office users. At the same time, the proposed amendments would allow more peripheral, underutilized blocks in the Rathburn District to establish a critical mass of residential, commercial, institutional activity and amenities in the nearer-term, rather than leave those blocks underutilized until the office market emerges. New office that would potentially be built in the Rathburn District is best suited to clustering around other office uses and would likely be located adjacent to the proposed office use on Block 14 where it also benefits from most immediate access to transit. Office development would likely follow a progression from the centre of the Subject Lands outwards. Given the current office market and vacancy rates it would likely be several years before any new office is built and potentially several decades until Blocks 9, 10 and 12 are intensified with new office uses if the land use designation were to remain as *Office*.

Enabling near-term mixed-use development with a significant commercial component would allow Blocks 9, 10, and 12 to begin to establish a vibrant cohesive district that creates an environment that is likely more attractive to major office investment than underutilized sites for which office demand is uncertain.

## Supporting Investments in Transit

Policy direction from the Province, the Region of Peel and the City of Mississauga supports aligning land use planning and transportation planning to deliver transit-supportive development within Urban Growth Centres and Major Transit Station Areas. Such policies require or promote accommodating residential and employment growth and mixed-use intensification on sites well served by transit to make efficient use of public transit investments, reduce dependency on automobiles, mitigate congestion and emissions challenges, and promote health and affordability.

The Subject Lands are located within the Downtown Mississauga Urban Growth Centre and within the recently delineated City Centre Major Transit Station Area (the boundary and policies for which are subject to Ministerial and Regional approval, respectively). The UGC has been the focus of substantial transit investments, and the Subject Lands are consequently well served by transit. Metrolinx has established the Square One GO Bus stations at Station Gate Road, and the Mississauga City Centre Transit Terminal to the south combines Mississauga Transitway BRT, MiWay and Züm bus services. Soon, the planned Hurontario LRT will connect to the Downtown Core with the planned City Centre Station located on Rathburn Road W east of Station Gate Road.

These existing and planned transit services and investments will serve the Downtown Core broadly, but they are concentrated within and at the edges of the Subject Lands, which are ideally located to provide transit-supportive intensification and uses. However, the Subject Lands do not currently contribute to these important policy objectives in their current condition. The approximately 14.2 hectare area, almost all of which is under 500 metres from existing and planned transit investments, currently consists of low-density commercial uses and large areas of surface parking that do not generate a critical mass of residential or employment-based transit ridership. Various levels of government have invested significantly in the Hurontario LRT which only has one planned stop in the Downtown Core, and will be adjacent to existing underutilized sites until intensification is viable.

The proposed amendments would enable appropriate intensification of Blocks 9, 10, and 12 in the relatively near term, which would better support the public investments in transit infrastructure and service than if the entire Subject Lands remain underutilized until the uncertain office market makes their intensification possible. As noted above, Blocks 9, 10, are within walking distance to the existing and planned transit facilities but are not clustered directly around them. They are likely to be the last office development sites if retained under the *Office* land use designation. Based on employment forecasts for the Downtown Core and the lack of office development there for 25 years, it may be many more decades before the 14.2 hectare Subject Lands area would be built out with major office uses.

Hariri Pontarini Architects has demonstrated that the proposed amendments would enable mixed-use development on Blocks 9, 10, and 12 with up to approximately 4,400 residential units. The proposed amendments would further require the inclusion of at least 13,935 m<sup>2</sup> (150,000 ft<sup>2</sup>) of non-residential space. This scale of mixed-use development could add approximately 8,000 new residents and near-term jobs within approximately 500 metres of the existing and planned transit facilities, supporting the likelihood that the residents and employees would travel to or from the area by transit.

In addition to augmenting the potential for transit-supportive intensification in the Rathburn District in the near term, the proposed amendments also maintain the full potential for office-based transit-supportive intensification when market conditions allow. Oxford Blocks 11 and 13-18 are all proposed to remain designated *Office*, and are the blocks most tightly clustered around the existing and planned transit services centred on Station Gate Road. As established above, those retained *Office* blocks could accommodate more jobs than are forecasted for the entire Downtown, and those blocks will remain poised to accommodate employees in a manner that encourages transit use.



## Delivering Needed Housing Options

There is consistent policy direction from the Province, the Region of Peel and the City of Mississauga supporting the delivery of a range of housing types, tenure and affordability. There is also particular emphasis on delivering housing near transit. All levels of government have acknowledged the urgency of increasing housing supply and access to housing. In this regard, the Province recently announced an objective of delivering 1.5 million homes by 2031, and assigned a target to the City of Mississauga to deliver 120,000 of those homes, reinforcing the imperative of facilitating new housing.

The City is forecasting 32,500 total new residential units from 2022-2033 city-wide, which is substantially lower than the 120,000 unit target assigned by the Province. The Downtown Core is forecasted to accommodate a population growth of 43,890 people by 2051. The proposed amendments would expand permissions for residential and commercial development, therefore increasing the ability to accommodate a range of housing opportunities in the Rathburn District to meet the forecasted need, and to help to address the housing challenge recently raised by the Province. Through the proposed redesignation to *Downtown Mixed Use*, Blocks 9, 10, and 12 could deliver more than 4,400 housing units. In addition to the mix of housing tenures the proposed amendments would enable, they would also significantly increase the potential for affordable housing on the Subject Lands. Any future mixed-use development on the redesignated lands would be subject to affordable housing policies that are in-force at the time of development applications, such as inclusionary zoning.

## Flexibility to Enable Downtown Amenities

The direction from the Province, the Region of Peel and the City of Mississauga consistently supports open space, recreation opportunities and other community infrastructure uses to contribute to complete communities and support healthy and active living. Block 8 is planned to deliver a significant privately owned publicly accessible open space. Considering the remaining lands designated *Office* have the ability to deliver more jobs than are forecasted for the entire Downtown to 2051, portions of the Subject Lands could accommodate community amenity in conjunction with development and still deliver more than the forecasted jobs.



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**4.0**

**PLANNING  
POLICY  
CONTEXT**

This chapter provides a review and analysis of relevant planning policies that apply to the Subject Lands and identifies how the proposed Official Plan Amendments support the intent or achievement of the policies. With respect to Provincial plans and policies, the Subject Lands are not within an area covered by Parkway Belt Plan, Greenbelt Plan or Oak Ridges Moraine Conservation Plan.

## 4.1 Planning Act, R.S.O. 1990, Chapter P.13

The *Planning Act* establishes the overall regulatory framework for land use planning in Ontario. Section 2 of the *Planning Act* lists matters of provincial interest that municipal planning authorities as well as the Ontario Land Tribunal (OLT) shall have regard to. The matters of provincial interest relevant to the proposed amendments include:

- h) the orderly development of safe and healthy communities;
- j) the adequate provision of a full range of housing, including affordable housing;
- k) the adequate provision of employment opportunities;
- l) the protection of the financial and economic well-being of the Province and its municipalities;
- p) the appropriate location of growth and development;
- q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.

### THE *PLANNING ACT* SUMMARY OPINION:

The proposed amendments have regard to the matters of provincial interest listed in Section 2 of the *Planning Act*. In particular, the proposed amendments contribute to the orderly development of safe and healthy communities by promoting mixed-use intensification in an appropriate location in the Downtown Core of Mississauga within an Urban Growth Centre where growth and high-density development is anticipated. The proposed amendments also enhance the ability to provide a significant number of new housing units near existing and planned transit services, with the potential for new mixed-use development to deliver a range of housing unit sizes, tenure types and degrees of affordability. The area that remains designated as *Office* would also maintain and support the conditions for substantial employment opportunities in the Downtown Core. Further, the blocks proposed for redesignation would continue to be available for office and other employment-generating uses, and in the event they are developed with residential uses, additional residents in the Downtown Core would help to support existing and new businesses in the area. The proposed amendments will help to realize the City's vision of the Downtown Core transforming into an urban, high-density, compact, office and mixed-use area that supports active transportation, transit and a complete and sustainable community. The amendments would support public investment in higher-order transit, particularly the planned Hurontario LRT, by permitting a mix of uses in close proximity, thereby reducing automobile dependency and supporting sustainable forms of transportation.

## 4.2 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The current version of the PPS came into effect on May 1, 2020 and applies to planning decisions made on or after that date. The Policies of the PPS are found in Part V. Section 3 of the Planning Act requires all planning decisions to be consistent with the PPS.

Within Part V of the PPS, Section 1.0 Building Strong Healthy Communities provides guidance on matters related to land use planning and development, with the aim of securing the long-term prosperity, environmental health and social well-being of the province. The PPS includes policies to encourage Ontario's municipalities to build sustainable, healthy, liveable and safe communities through efficient land use and development patterns.

### **SECTION 1.1 MANAGING AND DIRECTING LAND USE TO ACHIEVE EFFICIENT AND RESILIENT DEVELOPMENT AND LAND USE PATTERNS**

Section 1.1 establishes policies for how to sustain healthy, livable and safe communities, including 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 affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, 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; and
- 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.

Section 1.1.2 provides that 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. It further establishes that within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

Section 1.1.3 of the PPS sets the policies for development in settlement areas including cities. It provides that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. It also states that “[i]t is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.”

Section 1.1.3 includes the following relevant policies:

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

Policy 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;
- e) support active transportation;
- f) are transit-supportive, where transit is planned, exists or may be developed.

Policy 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Policy 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.

Policy 1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.

## SECTION 1.1 RESPONSE

The proposed amendments are consistent with Section 1.1 of the PPS. The proposed amendments will enable the intensification of an underutilized area with a mix of uses through a compact development pattern that allows for an efficient use of land, infrastructure and existing and planned transit. The Rathburn District has excellent access to existing transit and the future Hurontario LRT. The proposed amendments promote the efficient use of infrastructure by supporting intensification in a location of significant infrastructure investment. Recent infrastructure investments have included the Burnhamthorpe Water Project to upgrade sewer and sanitary lines, upgrades allowing Alectra to increase the electrical capacity and the construction of the Hurontario LRT, all of which support intensification in the Rathburn District. The proposed amendments and redesignation of lands to *Downtown Mixed Use* enhances the ability to deliver housing that makes efficient use of existing and planned infrastructure, and provide a range of housing unit tenures and sizes, and affordable housing. The proposed amendments also maintain the potential to accommodate employment uses on the redesignated blocks, as well as a substantial amount of employment within the blocks that remain designated as *Office* to meet long-term needs of the community. The portions of the Subject Lands that remain designated as *Office* have the potential provide enough space to accommodate at least 24,200 office jobs which exceeds the 2051 forecasted employment growth for the entire Downtown Core by more than 9,000 jobs.

The proposed amendments also support the ability to create a vibrant, walkable and liveable community in the Rathburn District that supports long-term economic prosperity and uses land and infrastructure efficiently. The Downtown Core is an appropriate location to accommodate a significant amount of new housing given the overarching vision for the Downtown to transform into a vibrant, urban, mixed-use centre in proximity to transit infrastructure, jobs, retail and the other existing complementary uses. New housing in the Rathburn District will help to contribute to meeting the Province's assigned target of delivering 120,000 new homes in Mississauga by 2031. Moreover, the proposed redesignation of Blocks 9, 10, and 12 will enable new residential units and jobs-supportive commercial space within walking distance of the only planned LRT station in the Downtown Core. If the lands remain unintensified under the *Office* designation they will not support transit investments or create housing and job opportunities near transit. Blocks 9, 10, and 12 are also nearest existing residential buildings west of Confederation Parkway and under-construction mixed-use buildings immediately south of Rathburn Road West on Block 8.

## SECTION 1.2 COORDINATION

Section 1.2 of the PPS establishes policies for the coordination of planning matters. Section 1.2 includes the following relevant policies:

Policy 1.2.1 A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including:

- a) managing and/or promoting growth and development that is integrated with infrastructure planning.

## SECTION 1.2 RESPONSE

The proposed amendments support the coordinated, integrated and comprehensive approach to land use planning within the City of Mississauga. The proposed amendments support growth and development that is integrated with the planning of transit infrastructure including the Hurontario LRT and other infrastructure improvements such as the Burnhamthorpe Water Project and the increased electrical capacity in the Downtown Core.

## SECTION 1.3 EMPLOYMENT

Section 1.3 of the PPS establishes policies for employment that promotes economic development. The relevant policies include the following:

Policy 1.3.1 Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;

- d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and
- e) ensuring the necessary infrastructure is provided to support current and projected needs.

### SECTION 1.3 RESPONSE

The proposed amendments are consistent with the policies in Section 1.3 of the PPS. The proposed amendments to redesignate certain areas within the Rathburn District to *Downtown Mixed Use* promotes economic development by supporting an appropriate mix of uses within the Rathburn District, including sufficient *Office* designated lands to accommodate more than all planned job growth in the entire Downtown to 2051, expanded permissions for job-generating life science-related uses, and expanded residential permissions on Blocks 9, 10 and 12 that contribute to the range of transit-supportive housing options that would complement and support the success of the office area. Further, the proposed amendments would permit mixed-use development within Blocks 9, 10 and 12 that incorporates employment uses, as a minimum 13,935 m<sup>2</sup> (150,000 ft<sup>2</sup>) of non-residential floor area would be required to be provided on the redesignated blocks upon full build-out, supporting a range of activities, employment types and businesses within future building podiums or in stand-alone buildings.

The proposed amendments also facilitate the conditions for economic investment by establishing a high-profile office node at the centre of the Rathburn District with the most direct access to higher-order transit and high visibility from Highway 403, while also enabling a mix of land uses around that node that would augment the potential for office investment and better meet the needs of successful office tenants. The proposed amendments would enable the delivery of substantial residential density and an associated mix of retail and commercial uses, which would support a critical mass of activity and vibrancy, access to a local pool of workers, housing options for employees, and commercial amenities to support office workers. The combination of these complementary uses alongside the focused office areas would result in a compact, mixed-use, liveable and resilient community consistent with the direction in the PPS.

### SECTION 1.4 HOUSING

Section 1.4 of the PPS addresses the provision of housing. Relevant polices of this section include the following.

Policy 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.

Policy 1.4.2 Where planning is conducted by an upper-tier municipality:

- a) the land and unit supply maintained by the lower-tier municipality identified in policy 1.4.1 shall be based on and reflect the allocation of population and units by the upper-tier municipality; and
- b) the allocation of population and units by the upper-tier municipality shall be based on and reflect provincial plans where these exist.

Policy 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:

- b) permitting and facilitating:
  1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
  2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

- c) 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;
- d) 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;
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

#### **SECTION 1.4 RESPONSE**

The proposed amendments are consistent with the policies in Section 1.4 of the PPS. The proposed amendments enhance the ability to provide a range and mix of housing options to meet projected market rate and affordable housing needs and accommodate a significant amount of residential growth over the long-term, in an area with substantial existing and planned transit infrastructure as well as servicing capacity. The future development on the lands proposed to be redesignated to *Downtown Mixed Use* could deliver at least 4,400 new residential units, all within approximately 500 metres of existing and planned local bus, regional GO Bus, BRT and LRT transit service. This would represent a substantial contribution to the available housing supply in the Downtown Core and help contribute to the Province’s assigned target for the City of Mississauga to deliver 120,000 new housing units by 2031. The City of Mississauga had forecasted for nearly 100,000 new units by 2051. Future development enabled by the redesignation of certain lands to *Downtown Mixed Use* would also be subject to any affordable housing policies in force at the time of application (e.g. inclusionary zoning or other future policies), thereby increasing the potential for affordable housing delivery. The proposed amendments will also enhance the potential to deliver housing in a more compact and efficient manner than is currently permitted under the *Office* land use designation.

#### **SECTION 1.5 PUBLIC SPACES, RECREATION, PARKS, TRAILS AND OPEN SPACE**

Section 1.5 of the PPS relates to planning for the range of community assets that support active and healthy communities. Policy 1.5.1 establishes the means by which healthy, active communities should be promoted, which include the following relevant policy directions:

- 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; and
- 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.

#### **SECTION 1.5 RESPONSE**

The proposed amendments are consistent with the policies of Section 1.5 of the PPS. The proposed amendments maintain the potential to plan public spaces to meet the needs of pedestrians, foster social interaction and allow for active transportation and connectivity throughout the Rathburn District.

#### **SECTION 1.6 INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES**

Section 1.6 of the PPS establishes provincial policy direction related to infrastructure and public service facilities. Policy 1.6.1 states that planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

- a) financially viable over their life cycle, which may be demonstrated through asset management planning; and
- b) available to meet current and projected needs.

With respect to aligning land use with transportation infrastructure, Policy 1.6.7.2 provides that efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible. Policy 1.6.7.4 directs that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.



## SECTION 1.6 RESPONSE

The proposed amendments are consistent with Section 1.6 of the PPS. The proposed amendments enable the achievement of mixed-use intensification on underutilized sites in a manner that will optimize the use of existing and planned infrastructure and existing and planned transit. Large investments have been made in the Downtown Core to upgrade watermain and sanitary sewer infrastructure, increase electrical capacity, and construct the Hurontario LRT. The proposed amendments maintain the potential for development at transit-supportive densities, and would provide for a land use pattern within the Rathburn District that will minimize the length and number of vehicle trips. In particular, expanded residential permissions on Blocks 9, 10 and 12 would allow for a substantial residential population that could walk to the office uses planned within the *Office* designated lands to the east, as well as nearby transit options, and increase the likelihood of employees to travel to work through non-auto modes.

## SECTION 1.7 LONG-TERM ECONOMIC PROSPERITY

Section 1.7 of the PPS provides policies for supporting long-term economic policies. The relevant portions of Policy 1.7.1 establish that long-term economic prosperity should be supported by:

- a) promoting opportunities for economic development and community investment-readiness;
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
- c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities; and
- d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets.

## SECTION 1.7 RESPONSE

The proposed amendments are consistent with the policies in Section 1.7 of the PPS. The proposed amendments support the long-term economic prosperity of the Rathburn District and the Downtown Core by expanding permissions for residential uses, thereby enhancing the ability to meet market demand for a range of housing options near existing and planned transit. Further, the proposed expansion of residential and mixed-use land use permissions in the western portion of

the Rathburn District would enhance the potential to locate housing options near the office area, supporting the housing needs of the future workforce and employees in the Downtown Core in general. The proposed amendments will also maintain and enhance the potential for land uses and urban design that will support the attraction and viability of office development in the Rathburn District, and generally support the vitality of the district and the Downtown. The proposed land use redesignation of certain blocks will enable underutilized parcels to be redeveloped for mixed-use residential and commercial uses sooner than office development is likely to occur. This will add a critical mass of residential and commercial activity in the Rathburn District, helping to animate the area and set the preconditions for attracting high-quality office tenants on the *Office* designated blocks. The proposed amendments maintain 70% of the Subject Lands for the *Office* land use designation to maintain the long-term availability for office uses supporting economic development opportunities of the Downtown Core. The lands that remain designated *Office* are located closest to existing and planned transit where there is the greatest potential for office uses. The proposed amendments would maintain the potential for more than 9,000 jobs in excess of the forecasted employment population for the entire Downtown Core to 2051 while creating greater opportunities to activate the western portion of the Rathburn District with a mix of uses that enhance the vitality of the area, and use land and infrastructure efficiently.

## SECTION 1.8: ENERGY CONSERVATION, AIR QUALITY AND CLIMATE CHANGE

Section 1.8 of the PPS addresses energy conservation, air quality and climate change. Policy 1.8.1 provides that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through a range of strategies for land use and development patterns. The most relevant directions include the following:

- a) promote compact form and a structure of nodes and corridors;
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future; and

- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

#### SECTION 1.8 RESPONSE

The proposed amendments are consistent with the policies in Section 1.8 of the PPS. The proposed amendments support energy conservation, efficiency and reduced greenhouse gas emissions through enabling intensification and a broader mix of uses that will support active transportation and transit. The proposed amendments increase the potential to accommodate transit-supportive mixed-use intensification near existing and planned transit services, office uses, and existing and envisioned active transportation routes. The proposed amendments retain *Office* designated lands on optimally located sites which are highly visible from Highway 403, and which are directly clustered around existing and planned transit services in the Rathburn District. These factors would increase the potential for very local commuting in the Downtown Core, support non-vehicular travel between office jobs and residences, and may decrease transportation congestion.

## PROVINCIAL POLICY STATEMENT SUMMARY OPINION:

The proposed amendments are consistent with the PPS and support its key policy objectives. In particular, the proposed amendments will:

- Enhance the ability to support the local economy by maintaining space to accommodate more jobs than are forecasted for the entire Downtown, while also potentially improving the preconditions for attracting major office development by establishing housing for workers, mixed-use critical mass, and the potential for employment-serving amenities.
- Enhance the ability to increase the housing supply, accommodate a range of housing types and sizes to meet the projected housing needs, and locate housing to make efficient use of land, resources, infrastructure and services that supports active transportation and transit.
- Increase the ability to deliver housing efficiently, located within the Downtown Mississauga Urban Growth Centre, adjacent to existing transit and planned transit infrastructure and in an area with recent investments in water and electrical infrastructure.
- Maintain the ability to provide an enhanced public realm that creates a distinct sense of place and supports a vibrant community, active transportation and transit use.

## 4.3 Growth Plan for the Greater Golden Horseshoe, 2020

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) is a provincial plan that defines how and where long-term growth and development should occur in the Greater Golden Horseshoe. The Government of Ontario released the Growth Plan in 2006 under the terms of the provincial Places to Grow Act, 2005 and updated the Plan in 2017. The Growth Plan was revised in 2019 and again in 2020, coming into force on August 28, 2020. Considering the municipalities around Lake Ontario as one region working together, the Growth Plan establishes a vision for regional growth. It includes policies addressing transportation, infrastructure, land use planning, urban form, housing, and natural heritage protection on a regional scale. The Growth Plan sets out the policy direction to guide land-use planning in the Greater Golden Horseshoe (GGH) to 2051. All municipal official plans and planning decisions must conform with the Growth Plan.

### SECTION 1.2.1 GUIDING PRINCIPLES

Section 1.2.1 of the Growth Plan outlines a series of principles to guide land use planning decisions and public investment in infrastructure. These principles include:

- Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.
- Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.
- Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.
- Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.
- Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.
- Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.

### SECTION 1.2 RESPONSE

The proposed amendments conform with these guiding principles. The proposed amendments improve land use planning and transportation integration to support the use of transit and active mobility and create more environmentally sustainable communities that reduce greenhouse gas emissions. The proposed amendments also support the achievement of complete communities by providing mixed-use areas to support the focused office area, that would allow people to live in proximity to existing and planned transit, places to work, retail amenities in the mall and other destinations throughout the Downtown. The proposed amendments maintain the potential for high-density intensification within a Strategic Growth Area, which includes the Downtown Urban Growth Centre, that allows for an efficient use of land and infrastructure while supporting active transportation and transit.

In retaining a substantial amount of land for the forecasted job growth in the Downtown Core, continuing to permit office development within the redesignated blocks, and creating the potential for new commercial space within mixed-use developments, the proposed amendments maintain the flexibility to capitalize on employment opportunities as they emerge. Additionally, the proposed mixed-use area will provide housing options and commercial uses that may increase the potential to attract major office uses to the Rathburn District.

The proposed amendments enhance the ability to deliver a significant number and range of new housing options to accommodate a range of household sizes, incomes and ages of households. The proposed amendments will also enhance the potential for affordable housing in the Downtown Core, as new mixed-use development on the redesignated lands would be subject to any in-force affordable housing policies at the time of application, such as inclusionary zoning.

### SECTION 2.1 CONTEXT

Section 2.1 provides the contextual background for the policies in Chapter 2 Where and How to Grow. It notes that the Growth Plan is focused on accommodating the forecasted growth of the Greater Golden Horseshoe within complete communities that allow people to meet their daily needs with convenient access to jobs, services, public facilities and a full range of housing options. Complete communities are composed of a compact built form and high quality public realm that encourages the use of active transportation and public transit. Complete communities can help to limit the environmental impact of development by protecting

agricultural lands and natural areas, and reduce green-house gas emissions associated with auto-dependent communities.

To support the achievement of complete communities, the Growth Plan provides that better use of land and infrastructure can be made by prioritizing growth in Strategic Growth Areas, concentrating new development in areas with existing infrastructure and public service facilities makes efficient use of land and infrastructure investments, while supporting a more diverse range and mix of housing options. It notes that the continued revitalization of urban growth centres as meeting places, locations for cultural facilities, public institutions, and major services and transit hubs with the potential to become more vibrant, mixed-use, transit-supportive communities is particularly important.

The Growth Plan acknowledges that many communities in the Greater Golden Horseshoe are facing issues of housing affordability, which are being driven primarily by sustained population growth and factors such as a lack of housing supply. The Growth Plan provides that it helps to address this challenge by providing the direction to plan for a range of housing options, including affordable housing, and particularly higher density housing in proximity to transit and amenities. The Growth Plan also emphasizes that it is important to optimize the use of existing urban land supply and therefore directs an intensification first approach to development to make better use of existing infrastructure to assist in avoiding expansions of the urban area.

### **SECTION 2.2.1 MANAGING GROWTH**

Section 2.2.1 of the Growth Plan outlines how future population and employment growth will be allocated across the region, primarily directing growth and development to settlement areas. Relevant policies include the following:

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

- c) within settlement areas, growth will be focused in:
  - i. delineated built-up areas;
  - ii. strategic growth areas;
  - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
  - iv. areas with existing or planned public service facilities.

Policy 2.2.1.3 Upper-and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:

- a) establish a hierarchy of settlement areas, and of areas within settlement areas, in accordance with policy 2.2.1.2; and
- c) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

Policy 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;
  - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities;
- e) provide for a more compact built form and a vibrant public realm, including public open spaces; and
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability.

### SECTION 2.2.1 RESPONSE

The proposed amendments conform with the policies in Section 2.2.1. The Rathburn District is within the Downtown Core of Mississauga, an Urban Growth Centre, and an MSTA, and is therefore considered a strategic growth area. Strategic growth areas are intended to be the focus of accommodating growth in the region. The proposed amendments provide for a more diverse mix of land uses, including residential uses and additional non-residential uses, and increase the potential for intensification in the Rathburn District while maintaining the full potential for office in a location where there is existing transit including the Mississauga Transitway BRT, GO bus services, MiWay and Züm bus services, and the planned Hurontario LRT (Hazel McCallion Line). City Centre Station is planned as an intermodal station accommodating existing and planned transit services, and will be located on Rathburn Road W east of Station Gate Road. The majority of the Rathburn District is within 500 metres of this station while the entire district is 800 metres. The proposed amendments support complete communities through a diverse mix of land uses, with convenient access to transit options, a vibrant public realm and a compact urban form. A complete, walkable, transit-oriented and mixed use community promotes environmental sustainability by encouraging active transportation and transit use and reducing the green house gas emissions from transportation.

### SECTION 2.2.2 DELINEATED BUILT-UP AREAS

Section 2.2.2 of the Growth Plan outlines how intensification will be distributed throughout the GGH and provides targets for intensification. Relevant policies in this section include the following:

Policy 2.2.2.1 By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:

- a) A minimum of 50 per cent of all residential development occurring annually within [... the Regional Municipality of] Peel [...] will be within the delineated built-up area.

Policy 2.2.2.3 All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

- a) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;

- c) encourage intensification generally throughout the delineated built-up area;
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;
- e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and
- f) be implemented through official plan policies and designations, updated zoning and other supporting documents.

### SECTION 2.2.2 RESPONSE

The proposed amendments conform with the policies in Section 2.2.2. The proposed amendments increase the potential to contribute to the intensification target of 50% of all residential development within the delineated built-up area in the Region of Peel through permissions for mixed-use residential intensification on underutilized sites in the delineated built-up area. The proposed amendments would also generally expand the residential land use permissions to allow for a more mixed-use and complete community where people can live in proximity to jobs, existing transportation services, retail and other amenities and destinations within the Downtown.

### SECTION 2.2.3 URBAN GROWTH CENTRES

Section 2.2.3 of the Growth Plan outlines the approach to planning for Urban Growth Centres (UGCs) and defines their minimum density targets. Relevant policies in this section include the following:

Policy 2.2.3.1 Urban growth centres will be planned:

- a) as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses;
- b) to accommodate and support the transit network at the regional scale and provide connection points for inter-and intra-regional transit;
- c) to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and
- d) to accommodate significant population and employment growth.

Policy 2.2.3.2 Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of:

- b) 200 residents and jobs combined per hectare for each of the Downtown Brampton, Downtown Burlington, Downtown Hamilton, Downtown Milton, Markham Centre, Downtown Mississauga, Newmarket Centre, Midtown Oakville, Downtown Oshawa, Downtown Pickering, Richmond Hill Centre/Langstaff Gateway, Vaughan Metropolitan Centre, Downtown Kitchener, and Uptown Waterloo urban growth centres.

### SECTION 2.2.3 RESPONSE

The proposed amendments conform with the policies in Section 2.2.3. The Rathburn District is located within Downtown Mississauga, an Urban Growth Centre. The proposed amendments increase the potential for the Rathburn District to accommodate significant population growth while maintaining the potential to accommodate forecasted employment growth in a high-density and focused area that is optimally located for major office uses, with excellent visibility and access to Highway 403 and close proximity to existing and planned transit. The proposed amendments focus the location of office uses on sites that have the demonstrated ability to exceed the density targets for the Downtown Urban Growth Centre and accommodate all of the office job growth that is forecasted for the entire Downtown to 2051. The Rathburn District, and the Downtown Mississauga UGC of which it is a part, will continue to serve as a high-density major employment centre. The additional use permissions proposed will enhance its ability to attract significant employment growth. Downtown Mississauga has not been able to attract new major office development in the past 25 years despite the availability of office land.

### SECTION 2.2.4 TRANSIT CORRIDORS AND STATION AREAS

Section 2.2.4 of the Growth Plan defines density targets for development in major transit station areas (MTSAs) and transit corridors, and establishes policy direction for their planning and design. Relevant policies in this section include the following:

Policy 2.2.4.3 Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:

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

Policy 2.2.4.8 All major transit station areas will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:

- a) connections to local and regional transit services to support transit service integration;
- b) infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking.

Policy 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 additional residential units and affordable housing, to support existing and planned transit service levels.

Policy 2.2.4.10 Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

### SECTION 2.2.4 RESPONSE

The proposed amendments conform with the policies of Section 2.2.4 of the Growth Plan. The Rathburn District is located in the City Centre MTSA along the planned Hurontario LRT, a priority transit corridor. The proposed amendments will help to ensure the near-term achievement of the MTSA density target, enabling residential intensification that can support transit investments while the conditions for major office development emerge. The proposed amendments also support the achievement of a diverse mix of uses including housing, office and retail at transit-supportive densities to support the existing and planned transit. In particular, the proposed site specific policies for Blocks 9, 10 and 12 ensure that a minimum amount of non-residential gross floor area will be provided on those lands, and residential uses will complement and help support the office uses on the *Office* designated lands. The proposed amendments maintain the potential for transit-supportive design, multi-modal access to stations, connections to major trip generators through transit service integration, and infrastructure that supports active transportation. The planned intermodal City Centre Station will serve existing transit services and the planned Hurontario LRT. The proposed amendments maintain the potential for an enhanced public realm with active transportation routes throughout the Subjects Lands and connect to adjacent areas.

## SECTION 2.2.5 EMPLOYMENT

Section 2.2.5 of the Growth Plan includes policies to align land use planning with the objective of promoting economic development and competitiveness. Certain policies apply only to “employment areas”, as that term is used in the Growth Plan. Other policies apply more generally. The Subject Lands are not within an employment area, and therefore only the more general policies are applicable. However, it is helpful to understand the policy framework applicable to employment areas to appreciate how lands outside of employment areas are treated differently.

In particular, the Growth Plan provides a policy framework for employment areas that is geared toward protecting such areas exclusively for employment purposes. Conversion to permit non-employment uses in employment areas is only permitted through a municipal comprehensive review.

This policy direction does not apply to the Subject Lands, which are not within an employment area. Rather, the applicable policies provide direction for promoting economic development and competitiveness, among other things. The relevant policies in section 2.2.5 include the following:

Policy 2.2.5.1 Economic development and competitiveness in the GGH will be promoted by:

- a) making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;
- b) ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;
- c) planning to better connect areas with high employment densities to transit; and
- d) integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.

Policy 2.2.5.2 Major office and appropriate major institutional development will be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service.

Policy 2.2.5.3 Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.

Policy 2.2.5.6 Upper-and single-tier municipalities, in consultation with lower-tier municipalities, will designate all employment areas in official plans and protect them for appropriate employment uses over the long-term. For greater certainty, employment area designations may be incorporated into upper-and single-tier official plans by amendment at any time in advance of the next municipal comprehensive review.

Policy 2.2.5.7 Municipalities will plan for all employment areas within settlement areas by:

- a) prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use;
- b) prohibiting major retail uses or establishing a size or scale threshold for any major retail uses that are permitted and prohibiting any major retail uses that would exceed that threshold; and
- c) providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility.

Policy 2.2.5.14 Outside of employment areas, development criteria should be established to ensure that the redevelopment of any employment lands will retain space for a similar number of jobs to remain accommodated on site.

## SECTION 2.2.5 RESPONSE

The proposed amendments conform with the policies of Section 2.2.5. As noted above, the Rathburn District and the Subject Lands are not an employment area, as that term is used in the Growth Plan, and residential uses are already permitted to a maximum of 20% of the total GFA proposed in any development application.

Outside of employment areas, the Growth Plan does not restrict the inclusion or expansion of residential permissions or require the retention or expansion of commercial uses. Policy 2.2.5.14 is not directly applicable to the blocks proposed to be redesignated, as they do not constitute employment lands. The Growth Plan policies do not require lands outside of employment areas to be retained to meet forecasted job needs, nor do they provide any basis for considering non-employment redesignations through a municipal comprehensive review. In any event, the proposed amendments establish the conditions to retain the majority of the *Office* designated area in an optimal location adjacent to Highway 403 and the planned transit

hub while maintaining the full potential to accommodate employment growth. The retained *Office* designated area of the Subject Lands has the demonstrated ability to help exceed the density targets for the Downtown Urban Growth Centre and accommodate at least 24,200 jobs, which represents far more jobs than are forecasted for the Downtown Core to 2051. The proposed amendments also include a site specific policy in the Downtown Core Local Area Plan which stipulates that redevelopment of the lands redesignated to *Downtown Mixed Use* (Blocks 9, 10 and 12) must accommodate 13,935 m<sup>2</sup> GFA of non-residential space, upon full build-out. This non-residential space could include a range of employment and employment-supporting uses including retail, services, office, and institutional. These uses would be located near active transportation routes along Rathburn Road West and near the existing and planned transit facilities to the east. They will also help to establish the conditions to attract and retain major office investment by increasing the potential for residential and commercial critical mass and activation prior to office development, and broader mix of uses and amenities that will support success of the office district.

### SECTION 2.2.6 HOUSING

Section 2.2.6 of the Growth Plan includes policies to promote the provision of housing to address housing needs and support the achievement of complete communities. Relevant policies in this section include the following:

Policy 2.2.6.1 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;
- e) implement policy 2.2.6.1 a), b), c) and d) through official plan policies and designations and zoning by-laws.

Policy 2.2.6.2. 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.

Policy 2.2.6.3 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.

### SECTION 2.2.6 RESPONSE

The proposed amendments conform with the policies of Section 2.2.6. The redesignated *Downtown Mixed Use* blocks have the demonstrated ability to deliver at least 4,400 units of new housing in areas with appropriate levels of existing and planned infrastructure. Future mixed-use development enabled by the proposed amendments would diversify the overall housing stock in the City with a range and mix of new housing options in terms of unit size, tenure, and degree of affordability. By enabling the delivery of a substantial number of residential units in an Urban Growth Centre, the proposed amendments would deliver a range of housing options. Oxford has an established record for providing a mix of housing tenures, and has the same intentions for future development on the redesignated blocks. The future development would likely increase the amount of affordable housing in the Downtown Core, as future applications would be subject to any housing policies in-force at the time of application, such as inclusionary zoning. It is evident that the proposed amendments would significantly enhance the potential to accommodate the forecasted residential growth in the Downtown Core, where City statistics indicate a population growth of 43,980 people from 2021 to 2051.

### SECTION 3.2.1 INTEGRATED PLANNING

Section 3.2.1 Integrated Planning includes policies to promote a coordinated approach to land use planning and infrastructure. Relevant policies in this section include the following:

Policy 3.2.1.1 Infrastructure planning, land use planning, and infrastructure investment will be co-ordinated to implement this Plan.



### SECTION 3.2.1 RESPONSE

The proposed amendments conform with the policies of Section 3.2.1. The proposed amendments support the integrated approach to land use planning and infrastructure planning and investment by supporting intensification in a location of significant infrastructure investment. Infrastructure investments have included the Burnhamthorpe Water Project to upgrade sewer and sanitary lines, electrical capacity upgrades, and the Hurontario LRT, among other investments in local and regional bus service.

### SECTION 5.2.5 TARGETS

Section 5.2.5 Targets includes policies related to the minimum intensification targets of strategic growth areas. Policy 5.2.5.1 establishes that the minimum intensification and density targets in the Growth Plan, including any alternative targets, are minimum standards and municipalities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any Growth Plan, PPS or other provincial plan policies.

### SECTION 5.2.5 RESPONSE

The proposed amendments will increase the potential to intensify underutilized lands and exceed the minimum density targets of 200 people and jobs in the Downtown Urban Growth Centre, and the adopted but not yet approved or in-force density target of 400 people and jobs per hectare in the City Centre MTSA. By expanding residential permissions for Blocks 9, 10 and 12, which are not directly clustered around transit, the proposed amendments will enable their mixed-use intensification far sooner than would be possible under the *Office* designation. Given that the proposed retained *Office* blocks on the Subject Lands can accommodate far more jobs than are forecasted for the entire Downtown Core to 2051, the market to intensify Blocks 9, 10 and 12 may not materialize until long after the forecast horizon, if at all. The proposed redesignation will enable those lands to help meet and exceed density targets in the near term, while also helping to meet the 120,000 unit construction target the province has recently assigned to the City of Mississauga. Achieving that target may require exceeding minimum density targets in appropriate growth areas like the Subject Lands.

## GROWTH PLAN SUMMARY OPINION

The proposed amendments conform with the policies of the Growth plan, including those that place emphasis on supporting complete communities, encouraging intensification in and around Urban Growth Centres, supporting employment growth, and supporting a range of housing options. In particular, the proposed amendments will:

- Support the intensification of underutilized land in an area served by transit and along a planned-higher order transit corridor and a planned intermodal transportation hub within the Downtown Mississauga Urban Growth Centre, helping to optimize the efficient use of land and higher-order transit infrastructure.
- Enhance the potential for the Rathburn District to accommodate growth, meet and exceed the density targets of the Urban Growth Centre, and contribute to meeting the forecasted housing needs.
- Maintain the potential to deliver compact development with a mix of uses at transit-supportive densities with a pedestrian oriented built form and public realm supporting active transportation, transit and a complete community.
- Support the economy and employment through the establishment of a focused office area optimally located with excellent access to transit and served by amenities, housing, open spaces that will attract and retain major office users.
- Enhance the ability to provide a range of mix of housing options in the Downtown Core, and achieve and exceed residential density targets, significantly contribute to realizing the forecasted need for residential units in the Downtown Core to 2051, and contribute toward achieving the Province's housing target of delivering 120,000 new housing units in Mississauga.

## 4.4 2041 REGIONAL TRANSPORTATION PLAN, 2018

The 2041 Regional Transportation Plan (the “2041 RTP”) for the Greater Toronto and Hamilton Area (GTHA) is a blueprint for creating an integrated, multimodal regional transportation system that will serve the needs of residents, businesses and institutions. It supports the Growth Plan and guides the continuing transformation of the transportation system in the GTHA. The 2041 RTP identifies the Hurontario LRT as an “in-delivery” transit project, referring to projects that are either in the engineering design stage or under construction. Map 3 in the 2041 RTP shows the Rathburn District as being along the route of the Hurontario LRT which would connect the Port Credit GO Station in Mississauga to the Brampton Gateway

Terminal on Steeles Ave in Brampton. The Hurontario LRT will be known as the Hazel McCallion Line once the line opens.

### 2041 REGIONAL TRANSPORTATION PLAN RESPONSE

The proposed amendments enable the achievement of mixed-use residential intensification at transit-supportive densities adjacent to the planned transit hub which will support access to transit, transit ridership and the viability of the Hurontario LRT in advance of the emergence of a market for major office development.

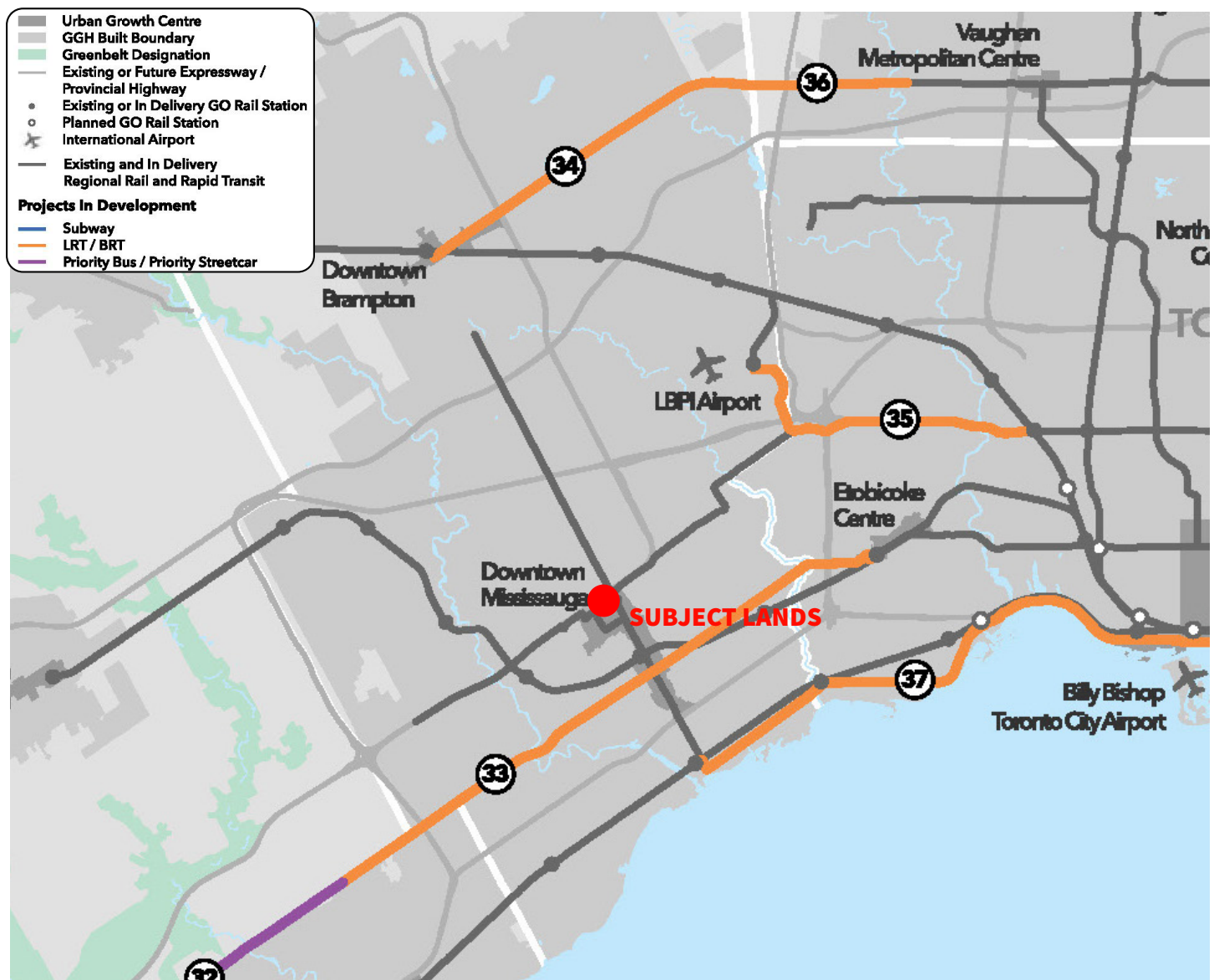


Figure 4. 2041 RTP Map 4 In Development Rapid Transit Projects

## 4.5 Peel Regional Official Plan, 2022

The Region of Peel recently completed an Official Plan Review (Peel 2051) and Municipal Comprehensive Review exercise (MCR) to ensure the ROP conforms to the 2051 planning horizon of Provincial Plans and Regional priorities. Peel 2051 was approved by Regional Council on April 28, 2022 and was recently approved by the Province. The policies, strategies and long-term vision outlined in the ROP support the building of mixed use, compact, transit-supportive, walkable communities through efficient use of lands and services, prioritizing intensification and higher densities in appropriate locations, with a minimum intensification and density target to be achieved by 2051. The ROP establishes that the City of Mississauga Official Plan contains more detailed policies. It is the policy of Regional Council to require that the municipal official plans conform with the Regional Official Plan and its amendments.

### Section 1.7 General Goals

Section 1.7 lists the general goals of the ROP to create healthy and sustainable regional communities, enhance ecosystems and natural areas, recognize the importance of a competitive and diverse economy and support growth and development. The relevant goals in this section include the following:

Goal 1.7.3 To ensure the Region is resilient and adapted to a changing climate and planned in a manner that works towards achieving net zero emissions over time.

Goal 1.7.4 To recognize the importance of a vital, competitive and diverse economy and a sound tax base, and manage and stage growth and development in accordance with the financial goals and overall fiscal sustainability of the Region.

Goal 1.7.5 To support growth and development which takes place in a sustainable manner, and which integrates the environmental, social, economic and cultural responsibilities of the Region and the Province.

#### SECTION 1.7 RESPONSE

The proposed amendments conform with the general goals of the ROP. The proposed amendments support a diverse economy through a focused office district supported by mixed-use area that could accommodate a range of employment types. The focused office area has the demonstrated potential to accommodate the full potential for major office development in the Rathburn District and all forecasted employment growth in the Downtown to 2051. The proposed amendments would also enable the inclusion of diverse commercial and retail uses in future mixed-use development

on the lands redesignated *Downtown Mixed Use*. The proposed amendments also maintain the potential for a sustainable and complete community that integrates environmental, social, economic and cultural objectives, and would directly enable an increase in transit-supportive density in the Rathburn District.

### Section 2.4 Climate System

Section 2.4 Climate Systems describes potential climate change impacts and how mitigation and adaptation will help to reduce and manage the associated risks. The Region has a role in conjunction with other agencies and levels of government to mitigate the impacts of climate change. Relevant goals and objectives in this section include the following:

Goals 2.4.1 To address the impacts of climate change by reducing greenhouse gas emissions through mitigation and reducing the vulnerability of the Region to climate change impacts through adaptation to create a more resilient and low-carbon community.

Objective 2.4.2 To support the development of sustainable, low-carbon, compact, mixed-use, and transit supportive communities which reduce greenhouse gas emissions and support active transportation, protect natural systems, features and functions, and promote renewable energy, energy conservation and efficient design.

Relevant policies in his section include the following:

Policy 2.4.7 In collaboration with the local municipalities and conservation authorities, support and undertake climate change mitigation and adaptation planning and implementation through coordinated strategies, plans and actions in accordance with accepted frameworks and provincial guidance.

#### SECTION 2.4 RESPONSE

The proposed amendments conform with the goals and policies of Section 2.4. The proposed amendments expand land use permissions and enable intensification of a compact, mixed use community with housing options near jobs, existing and planned transit, retail and other destinations in the Downtown providing greater opportunity for people to meet their daily needs through active transportation and transit. A mixed-use and transit-supportive community will result in reduced greenhouse gas emissions to create a more sustainable and low-carbon community that helps to mitigate the impacts of climate change.

## Section 2.5 Air Quality

Section 2.5 Air Quality establishes goals, objectives and policies to create healthier and sustainable communities that result in reduced emissions. Relevant ROP goals and objectives in this section include the following:

Goal 2.5.1 To create healthier and sustainable communities by improving local air quality and reducing greenhouse gas emissions.

Objective 2.5.2 To improve local air quality and reduce greenhouse gas emissions.

Objective 2.5.3 To promote sustainable development and land use patterns which address public health, transportation systems, energy conservation and environmental concerns.

### SECTION 2.5 RESPONSE

The proposed amendments conform with the goals and objectives of Section 2.2.3. The proposed amendments increase the ability to locate significant residential density near transit, while maintaining the potential amount of transit-adjacent office development. The resultant development and land use pattern would encourage transit ridership and reduce greenhouse gas emissions.

## Chapter 4 Growth Management Forecasts

Section 4.1 describes that regional population, household and employment forecasts provide the basis for determining the services and land requirements to accommodate future regional growth. The forecasts indicate how population and employment growth are expected to proceed. The regional forecasts are consistent with the forecasts of the Growth Plan, and indicate that Mississauga was forecasted to reach a population of 995,000 and employment of 590,000 by 2051. Relevant ROP goals and objectives in this section include the following:

Goal 4.2 To ensure that future growth of population, household and employment in Peel is anticipated and planned for, and that existing and future finances and services to accommodate this growth are provided in an effective and efficient manner.

Objective 4.3.2 To encourage population, household and employment growth based on the objectives and policies outlined in this Plan.

Objective 4.3.6 To plan for the accommodation of new growth in a manner which maximizes the amount of personal discretionary time and increases the overall quality of life for Peel's residents and workers.

Relevant policies in this section include the following:

Policy 4.3.8 Use the population, household and employment forecasts shown in Table 3 as the basis for this Plan.

Policy 4.3.12 Direct the local municipalities to incorporate the population and employment forecasts shown in Table 3 into their official plans.

Policy 4.3.16 Use the population and employment forecasts shown in Table 3 for determining land and housing requirements to accommodate future growth.

| Municipality | 2041                    |            |            | 2051                    |            |            |
|--------------|-------------------------|------------|------------|-------------------------|------------|------------|
|              | Population <sup>1</sup> | Households | Employment | Population <sup>1</sup> | Households | Employment |
| Brampton     | 930,000                 | 270,000    | 315,000    | 290,000                 | 355,000    | 355,000    |
| Caledon      | 200,000                 | 65,000     | 80,000     | 300,000                 | 90,000     | 125,000    |
| Mississauga  | 920,000                 | 320,000    | 565,000    | 995,000                 | 345,000    | 590,000    |
| Peel         | 2,050,000               | 650,000    | 960,000    | 2,280,000               | 730,000    | 1,070,000  |

Figure 5. ROP Table 3 Population, Households and Employment Forecasts for Peel

### CHAPTER 4 RESPONSE

The proposed amendments conform with the goals, objectives and policies in Chapter 4 of the ROP. This application demonstrates that proposed amendments maintain the ability of the Subject Lands to exceed density targets by accommodating approximately 4,400 housing units and 24,200 jobs.

## Chapter 5 Regional Structure

Chapter 5 of the ROP sets standards for development in Peel Region's communities and presents a coordinated and integrated approach to growth management and infrastructure delivery. It does so by setting policies for urban and rural areas, and policies for servicing the population. The goal of the Regional Structure is to provide a diversity of healthy complete communities with a wide range of housing, employment, recreational and cultural activities that are connected by a multi-modal transportation system. The Subject Lands are within the Regional Urban Boundary and within an Urban Growth Centre as shown on ROP Schedule E-1 Regional Structure.

Section 5.3 lists policies of the Regional structure. Relevant policies of this section include the following:

Policy 5.3.1 Direct the vast majority of new population and employment growth to the Urban System, being lands within the Delineated Built-up Area with a focus on Strategic Growth Areas and other areas that leverage existing and planned infrastructure investments.

## **SECTION 5.4 GROWTH MANAGEMENT**

Section 5.4 Growth Management sets out the policies related to managing growth to support the achievement of compact, vibrant and complete communities through intensification in strategic locations such as Urban Growth Centres, Major Transit Station Areas, Delineated Built-up Areas and Designated Greenfield Areas. Relevant objectives of this section include the following:

Objective 5.4.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas.

Objective 5.4.2 To establish minimum intensification, employment density, and greenfield density targets.

Objective 5.4.3 To manage growth based on the growth forecasts, intensification targets, employment density targets, and greenfield density targets of this Plan.

Objective 5.4.5 To coordinate infrastructure planning and land use planning to achieve the objectives of this Plan.

Objective 5.4.6 To optimize the use of the existing and planned infrastructure and services.

Objective 5.4.7 Promote 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.

Objective 5.4.8 To support planning for complete communities in Peel that are compact, well designed, transit-supportive, 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.

Relevant policies in this section include the following:

Policy 5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, 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 public service facilities.

Policy 5.4.11 Direct a significant portion of new growth to the Delineated Built-up Areas of the community through intensification.

Policy 5.4.16 Employ a comprehensive, integrated approach to land use planning, infrastructure planning and infrastructure investment to achieve the objectives of this Plan.

Section 5.4.18 Intensification establishes objectives and policies to encourage intensification and direct new growth to built-up area. Redevelopment of underutilized lands with a compact urban form will make more efficient use of existing infrastructure and services. Relevant objectives in this section include the following:

Objective 5.4.18.1 To achieve efficient and compact built forms.

Objective 5.4.18.2 To optimize the use of existing infrastructure and services.

Objective 5.4.18.3 To revitalize and/or enhance developed areas.

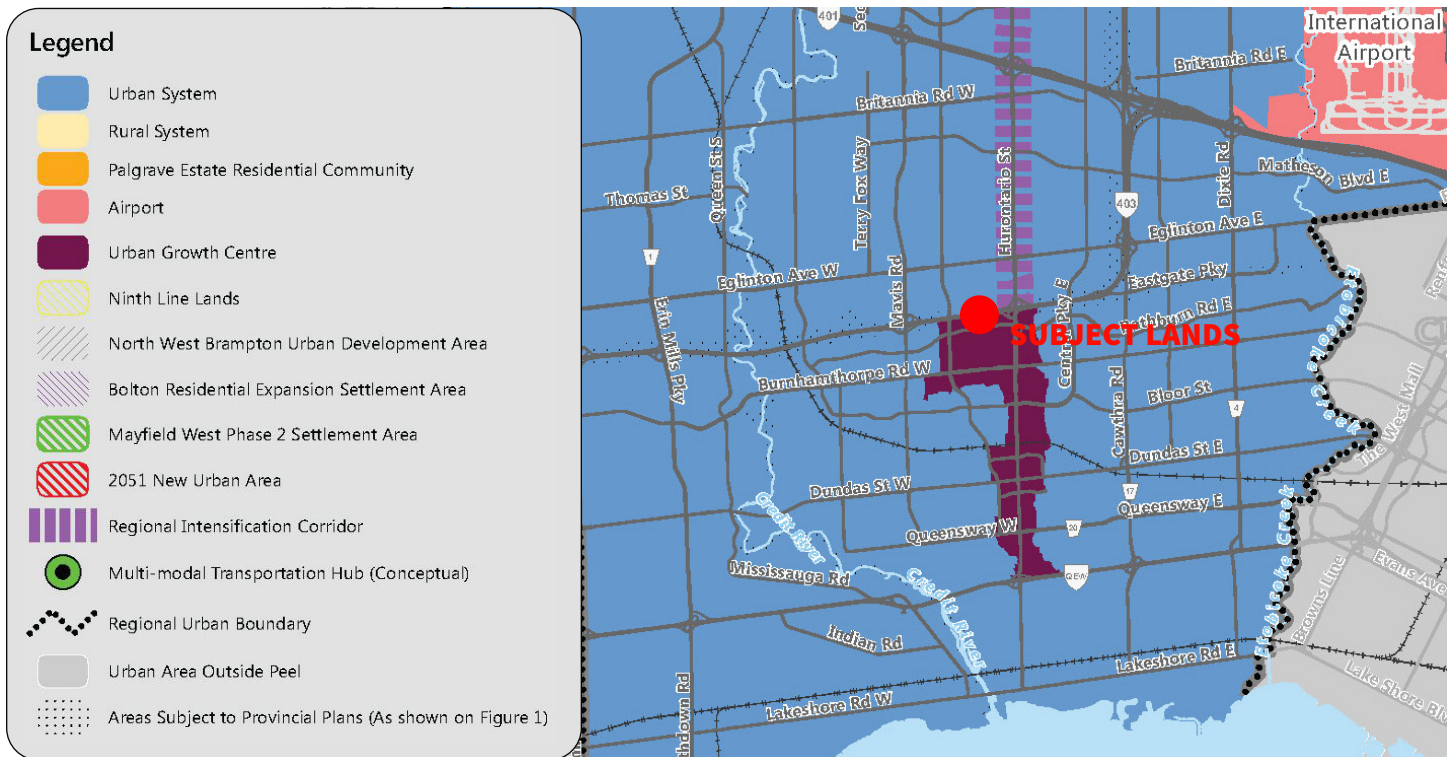
Objective 5.4.18.4 To intensify development on underutilized lands.

Objective 5.4.18.5 To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments.

Objective 5.4.18.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.

Relevant policies of this section include the following:

Policy 5.4.18.11 Accommodate intensification within Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas and any other appropriate areas within the Delineated Built-up Area.



**Figure 6.** ROP Schedule E-1 Regional Structure

Policy 5.4.18.12 Require that between 2021 and 2051, a minimum of 55 per cent of the Region’s residential development occurring annually to be located within the Delineated Built Boundary.

Policy 5.4.18.13 To 2051, the minimum amount of residential development within the Delineated Built Boundary of the local municipalities shall be as follows: [...]

- City of Mississauga: a minimum of 96 per cent.

Policy 5.4.18.16 Direct the local municipalities to delineate and establish minimum density targets for Strategic Growth Areas which include Urban Growth Centres, intensification corridors, nodes/centres and Major Transit Station Areas.

Policy 5.4.18.17 Direct the local municipalities to identify in their official plans the appropriate type and scale of development in Strategic Growth Areas.

**SECTION 5.4 RESPONSE**

The proposed amendments conform with the objectives and policies in Sections 5.4. The proposed amendments increase the potential to accommodate growth through intensification within the built-up area of Mississauga adjacent to existing transit and a planned higher-order transit

corridor within the Downtown Urban Growth Centre and the City Centre MTSA. The proposed amendments enhance the ability of the Rathburn District to accommodate a diverse mix of uses to accommodate a range of jobs, mix of housing opportunities, retail and services to meet the daily needs and contribute to realizing a complete community. The proposed amendments also increase the potential for the intensification of underutilized lands for mixed-use development while the market for major office development continues to emerge, while still maintaining the land required for future office development. Future mixed-use and office development would take place in a compact built-form, adjacent to existing and planned transit services, with an enhanced public realm and active transportation routes connecting throughout the Subject Lands. The proposed amendments greatly enhance the ability to achieve targets of residential development within the built-up area, enabling at least 4,400 new residential units to be developed in an appropriate area in the Downtown Core.

**SECTION 5.5 REGIONAL URBAN BOUNDARY**

Section 5.5 establishes a Regional Urban Boundary that will accommodate growth to the year 2051. The ROP states that the Regional Urban Boundary provides certainty to which lands are proposed for urban development and which lands will remain agricultural or rural. The ROP establishes

that development and redevelopment within the 2051 Regional Urban Boundary will make the most efficient use of infrastructure and services, and take place in a timely manner. Relevant objectives of the Regional Urban Boundary include the following:

Objective 5.5.1 To provide for an appropriate amount of land to accommodate urban growth to 2051.

Objective 5.5.2 To maintain a firm Regional Urban Boundary to provide long-term certainty to the development industry, the agricultural industry and Peel residents.

Objective 5.5.3 To phase urban development within the Regional Urban Boundary to ensure development occurs in a well planned and cost-effective manner and contributes to achieving the goals, objectives and targets of this Plan.

## SECTION 5.5 RESPONSE

The proposed amendments conform with the objectives in Section 5.2 for the ROP. The Rathburn District is located within the Regional Urban Boundary and the proposed amendments enhance the ability to accommodate urban growth in a timely manner.

## SECTION 5.6 URBAN SYSTEMS

Section 5.6 of the ROP contains policies to achieve sustainable development and accommodate urban growth to the year 2031 on lands within the Urban System, which include lands within the 2051 Regional Urban Boundary, such as Urban Growth Centres, Major Transit Station Areas and Regional Intensification Corridors. Relevant objectives of this section include the following: Section 5.6.17 Strategic Growth Areas has introduced a new policy, as follows:

Objective 5.6.1 To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate.

Objective 5.6.2 To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.

Objective 5.6.3 To achieve intensified and compact built 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.

Objective 5.6.4 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.

Relevant policies of this section include the following:

Policy 5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.

Policy 5.6.12 Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact built forms of urban development and redevelopment.

Policy 5.6.15 Direct the local municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:

- b) support pedestrian-friendly and transit-supportive urban development;
- c) provide transit-supportive opportunities for redevelopment, intensification and mixed land use.

Section 5.6.17 Strategic Growth Areas establishes a hierarchy of Strategic Growth Areas including Urban Growth Centres, Major Transit Station Area, Nodes/Centres and Intensification Corridors as major locations of intensification that includes compact forms of development and redevelopment. The section establishes that development in these areas will provide a range and mix of housing, employment, recreation, entertainment, and cultural activities. Additionally, the section clarifies that these are also focal areas for investment in region-wide public services and infrastructure. Relevant objectives in this section include the following:

Objective 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.

Objective 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.

Objective 5.6.17.3 To recognize that Strategic Growth Areas have varying capacities to accommodate future residential and employment growth.

Objective 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.

Objective 5.6.17.5 To provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.

Relevant policies within this section include the following:

Policy 5.6.17.11 Encourage the local municipalities to evaluate the future potential of intensification opportunities where rapid transit is planned to support compact built forms, multimodal access to jobs, housing and amenities, and connections to major trip generators.

Section 5.6.18 provides policies for Urban Growth Centres and Regional Intensification Corridor as locations for intensification providing a mix of housing options, employment, recreation, entertainment, civic, cultural and other activities. Relevant objectives of this section include the following:

Objective 5.6.18.1 To achieve Urban Growth Centres that are linked by public transit, and include a range and mix of high intensity compact built forms and activities while taking into account the characteristics of existing communities and services.

Objective 5.6.18.2 To achieve Urban Growth Centres that support safe and secure communities, public transit, walking and cycling.

Objective 5.6.18.3 To achieve Urban Growth Centres that incorporate a range and mix of residential and employment opportunities.

Objective 5.6.18.4 To achieve in each Urban Growth Centre a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier.

Relevant policies in this section include the following:

5.6.18.5 Direct the Cities of Brampton and Mississauga to designate and delineate the boundaries of Urban Growth Centres, in accordance with the Growth Plan requirements as shown on Schedules E-1 and E-2, and address the following:

- a) provide opportunities for compact built forms of urban development and redevelopment with high density employment uses such as: commercial, office and major institutional – as designated and/or defined in local municipal official plans.

5.6.18.8 Encourage the local municipalities to prepare policies for the Urban Growth Centres that are identified in this Plan and consistent with the Growth Plan, address the following:

- c) the population and employment capacity objectives of the centre;
- d) the location, type and density of land uses;
- e) the achievement of a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier.

Section 5.6.19 Major Transit Station Areas establishes policies to plan Major Transit Station Areas for compact urban form with a mix of land uses, housing, jobs and amenities that support transit and active transportation. MTSAs are an important part of the Regional growth strategy. A mix of jobs, housing and amenities in these areas will increase transit ridership, create vibrant destinations and contribute to the attractiveness for employment opportunities. Relevant objectives for Major Transit Station Areas include:

Objective 5.6.19.1 Leverage infrastructure investments by planning for transit-supportive densities and increased transit ridership within Major Transit Station Areas.

Objective 5.6.19.2 Encourage a balanced 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.

Objective 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.

Objective 5.6.19.5 Support a mix of multi-unit housing, including affordable housing, rental housing and additional residential units, as appropriate.

Relevant policies for Major Transit Station Areas include the following:

Policy 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.



Policy 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;
- c) The minimum densities that are authorized with respect to buildings and structures in the delineated boundary.

Policy 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, maximum densities may also be established at the discretion of the local municipality;
- b) the minimum number of residents and jobs that will be accommodated within the Major Transit Station Area;
- c) the permitted uses in each station that supports complete communities.

Policy 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.

| Code    | Station Name | Municipality | Growth Plan Priority Transit Corridor Station | Classification | Additional Policy Area | Minimum Density |
|---------|--------------|--------------|---|----------------|------------------------|-----------------|
| HLRT-11 | City Centre  | Mississauga  | Yes   | Primary        | Urban Growth Centre    | 400             |

**Figure 7.** ROP Table 5 - Minimum Densities of Major Transit Station Area

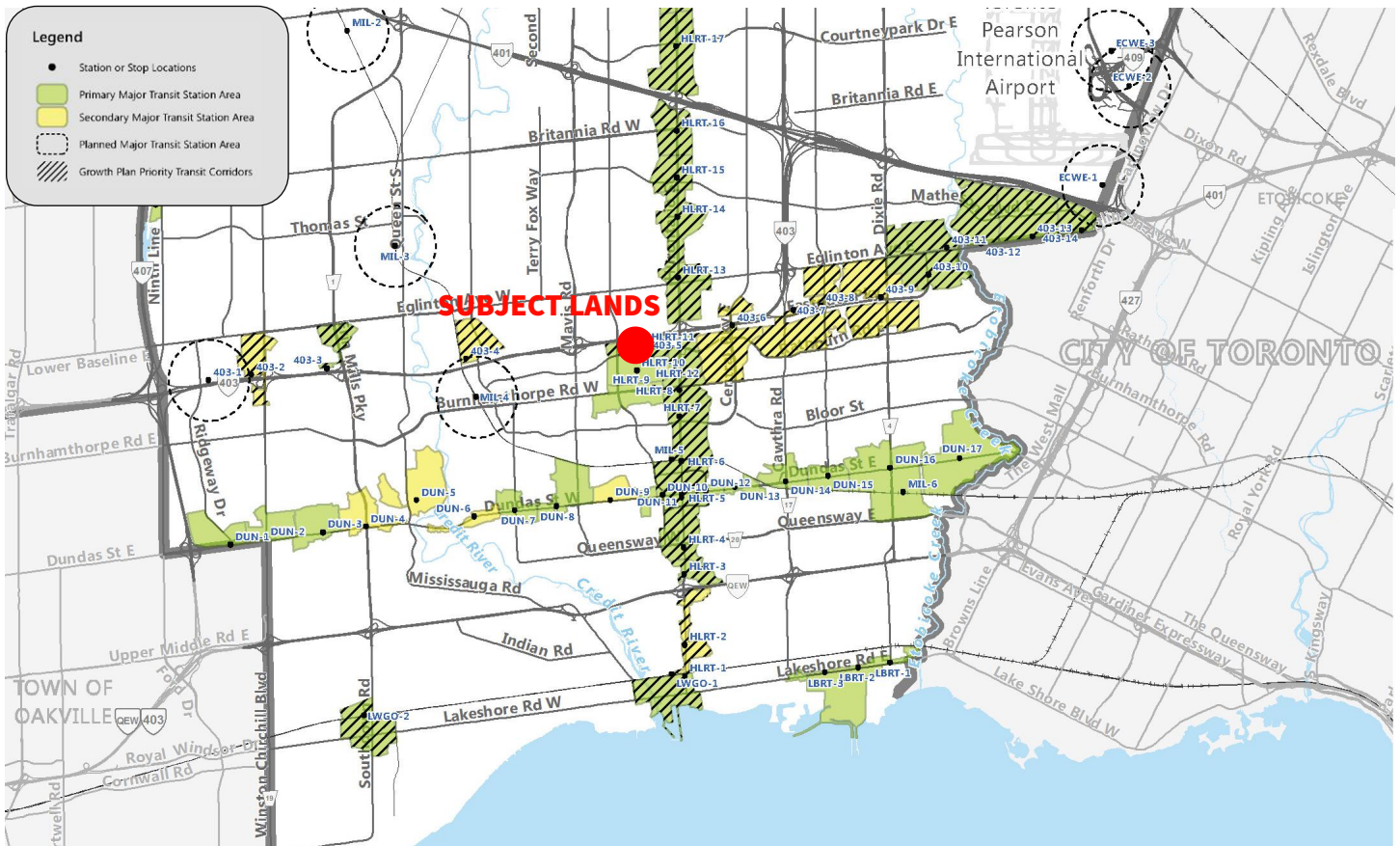
## SECTION 5.6 RESPONSE

The proposed amendments conform with the Urban System policies and objectives in Section 5.6 of the ROP. The proposed amendments maintain the ability to achieve intensification on underutilized lands with a compact built form, at transit supportive densities with an enhanced public realm supporting active transportation and transit. The proposed amendments enhance the ability of the Rathburn District to accommodate a diverse mix of uses to accommodate a range of jobs, mix of housing opportunities, open space, retail and services to meet the daily needs and contribute to realizing a complete community. The proposed amendments maintain the ability to achieve a walkable urban form with a walkable street network that is connected to transit and encourages greater transit ridership. The proposed amendments enhance the ability to provide a greater mix of housing types and tenures and to provide affordable housing and increase the potential number of residents that can be accommodated on the lands and the Downtown Core, without diminishing the number of jobs that can be accommodated. The proposed amendments ensure the ability for the Rathburn District to help meet and exceed the density target for the City Centre MTSA of 400 people and jobs per hectare. The proposed amendments would enable the near-term development of surface parking lots and underutilized lots until the office market emerges and establish a critical mass of residential, commercial, institutional activity and amenities that are more likely to attract major office development on the remaining underutilized lots.

## SECTION 5.8 EMPLOYMENT AREAS

Section 5.8 of the ROP includes policies to accommodate range of employment uses throughout the region. align land use planning with the objective of promoting economic development and competitiveness. Certain policies apply only to designated “employment areas,” while other policies apply more generally. The Subject Lands are not within an employment area as shown in Schedule E-4 and therefore only the more general policies are applicable. Relevant objectives of this section include the following:

Objective 5.8.1 To provide sufficient lands in Employment Areas in Peel to support a vibrant and sustainable regional economy, to further the economic development goals of the local municipalities and to contribute to complete communities, in accordance with the policies in the provincial Growth Plan and in accordance with the policies of this Plan including the forecasts set out in Table 3.



**Figure 8.** ROP Schedule E5 Major Transit Station Areas

Objective 5.8.6 To concentrate higher density employment uses such as Major Office in Strategic Growth Areas such as Urban Growth Centres, Major Transit Station Areas, the Regional Intensification Corridor and in other areas served by frequent transit and higher order transit.

Objective 5.8.11 To provide sufficient land in Employment Areas in Peel to support a vibrant and sustainable regional economy.

Relevant policies of this section include the following:

Policy 5.8.18 Direct the local municipalities to identify land uses and establish appropriate policies in the local municipal official plans to accommodate an adequate supply of employment land within the Regional Urban Boundary and Industrial/Commercial Centres in the Rural System to achieve the forecasts in Table 3. Local municipalities are further encouraged to identify and designate specialized employment uses within Employment Areas through supportive policies in their Official Plans.

Policy 5.8.21 Direct high-density employment uses such as major office and major institutional development to Strategic Growth Areas, and other areas with existing or planned higher order transit service.

Policy 5.8.40 Encourage high density employment uses such as major office and appropriate major institutional development to locate in Urban Growth Centres, to Major Transit Station Areas and areas with existing frequent transit service or existing or planned higher order transit service.

### SECTION 5.8 RESPONSE

The proposed amendments conform with the policies of Section 5.8. As noted above, the Rathburn District and the Subject Lands are not with a designated employment area in Schedule E-4 Employment Areas. The objectives and policies of Section 5.8 of the ROP indicate that lower-tier municipalities are required to have sufficient lands in designated Employment Areas, which do not include the Subject Lands, to achieve their employment forecasts.

The proposed amendments support the concentration of employment uses within and Urban Growth Centre and MTSA that is well served by existing and planned transit. The proposed amendments establish the conditions to retain the majority of the *Office* designated area in an optimal location adjacent to Highway 403 and the planned transit hub while maintaining the full potential to accommodate employment growth. The retained *Office* designated area of the Subject Lands has the demonstrated ability to help exceed the density targets for the Downtown Urban Growth Centre and MTSA and accommodate at least 24,200 jobs, which is more jobs than are forecasted for the entire Downtown to 2051. The expanded residential permissions on Blocks 9, 10 and 12 will help to establish the conditions to attract and retain major office investment by increasing the potential for residential and commercial critical mass and activation prior to office development, and broader mix of uses and amenities that will support success of the office district. The expanded commercial permissions to support life sciences in all of the Subject Lands provides for more flexibility and a greater range of employment uses.

## SECTION 5.9 HOUSING

Section 5.9 of the ROP sets out the objectives and policies related to housing provision. The relevant policies are summarized below. Relevant objectives in this section include the following:

Objective 5.9.1 To promote the development of compact, complete communities by supporting intensification and higher density forms of housing.

Objective 5.9.2 To achieve Peel-wide new housing unit targets shown in Table 4, which provide an appropriate range and mix of housing options and densities, including affordable housing, that meet local housing need so that people can live in the community of their choice.

Relevant policies in this section include the following:

Policy 5.9.7 Collaborate with the local municipalities to plan for an appropriate range and mix of housing options and densities by implementing Peel-wide new housing unit targets shown in Table 4.

Policy 5.9.27 Collaborate with the local municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment, and intensification in support of Regional and local municipal official plan policies promoting compact built forms of development and residential intensification.

| Target Area   | Targets   |
|---------------|---|
| Affordability | That 30 % of the new housing units are affordable housing units are encourages to be affordable to low income households. |
| Rental        | That 25% of all new housing units are rental tenure.  |
| Density       | That 50% of all new housing units are in forms other than detached and semi-detached houses.                              |

Figure 9. ROP Table 4 - Peel-Wide New Housing Unit Targets

## SECTION 5.9 RESPONSE

The proposed amendments conform with the Housing policies and objectives in Section 5.9. By expanding the residential land use permissions on certain blocks in the Rathburn District, the proposed amendments enhance the ability to achieve new housing targets related to affordable housing, rental housing, and density. Compared to existing land use permissions, the proposed redesignation of select blocks to *Downtown Mixed Use* will enable the delivery of an increased number of market ownership and rental housing units in the Rathburn District, as well as affordable rental and ownership units that would be required under any in-force policies in place at the time of development applications, such as inclusionary zoning. The proposed amendments enhance the ability to provide a mix of housing types, sizes and tenures, including affordable housing, to meet housing needs.

## SECTION 5.10 TRANSPORTATION SYSTEMS

Section 5.10 of the ROP sets out policies to achieve a transportation system in Peel that serves the needs of residents and employers in the region, and to increase the sustainability of the transportation system by directing development and redevelopment to strategic locations to maximize the use of existing transportation infrastructure. Relevant objectives in this section include the following:

Objective 5.10.1 To develop an integrated and multi-modal transportation system to support complete communities in the Region and help to support the same within the GTHA.

Objective 5.10.2 To promote sustainable transportation modes, barrier (environmental or physical) free mobility, and improved mobility choices for people of all ages, abilities and income levels.

Objective 5.10.5 To support a transportation system that enhances economic vitality and growth in the Region.

Objective 5.10.7 To support the integration of transportation planning, transportation investment and land use planning, in collaboration with local municipalities, the Province, the Federal government, and the private sector.

Relevant policies in this section include the following:

Policy 5.10.13 Promote intensification and mixed land uses in strategic growth areas to support sustainable transportation modes, complete communities, and complete streets.

Policy 5.10.14 Coordinate transportation and land use planning in order to develop context sensitive solutions to accommodate travel demand for all modes in consultation with the appropriate stakeholders.

Policy 5.10.16 Optimize the use of existing and planned Regional transportation infrastructure, to support growth in a safe and efficient manner, and through compact built form, and encourage the local municipalities to do the same for infrastructure under their jurisdiction.

Section 5.10.34 Sustainable Transportation establishes policies to facilitate transportation demand management, enhance inter- and intra-regional transit, and enhance a continuous active transportation network. Relevant objectives and policies in this section include:

Objective 5.10.34.1 To reduce auto dependency by providing a range of transportation services to meet the diverse needs of the population.

Objective 5.10.34.2 To achieve a 50 per cent sustainable modal share in the Region of Peel by 2041 by providing sustainable transportation infrastructure and promoting its use.

Objective 5.10.34.5 To support and encourage transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, Urban Growth Centres, strategic growth areas, GO rail stations, Major Transit Station Areas, and transportation hubs, consistent with local official plans and the direction in the latest provincial plans.

Objective 5.10.34.8 To promote a transportation system that encourages reduced emissions, and energy conservation.

Relevant policies of this section include the following:

Policy 5.10.34.19 Work with the Province, Metrolinx, the local municipalities and adjacent municipalities to integrate comprehensive and continuous active transportation networks into transportation and development planning to:

- a) Provide safe, attractive and accessible travel for pedestrians and bicyclists within existing communities and new development;
- c) Support the achievement of complete communities to ensure the safety and needs of all users are appropriately accommodated.

Policy 5.10.34.40 Encourage the intensification of residential and non-residential development at nodes, Major Transit Station Areas, transportation hubs and along rapid transit corridors, as shown on Schedule F-1, to support a higher level of transit service and other sustainable transportation modes, consistent with direction in the latest provincial plans.

Section 5.10.39 Environmental Impact provides policies to shift travel towards sustainable transportation mode and reducing the environmental impact of transportation. Relevant objectives of this section include the following:

Objective 5.10.39.1 To reduce environmental impacts such as greenhouse gas emissions, traffic-related and other air pollutants produced by vehicles using Peel's transportation system.

Relevant policies in this section include the following:

Policy 5.10.39.3 Work with GTHA municipalities, the Province and stakeholders to minimize traffic congestion, air pollution and noise pollution from vehicles by encouraging and facilitating the increased use of sustainable transportation modes.

## SECTION 5.10 RESPONSE

The proposed amendments conform with the Transportation System objectives and policies in Section 5.10. The proposed amendments increase the ability to achieve transit-supportive intensification and a mix of land uses in close proximity to existing and planned transit, in order to support complete communities. The proposed amendments would expand residential land use permissions near existing and planned transit infrastructure while also maintaining the full potential for office development in locations with the best existing and future access to transit. This will enable more residents and

employees to have reduced travel distances for daily needs and increase the number of residents that may use transit and active transportation.

## CHAPTER 6 REGIONAL SERVICES

Section 6.4 Age-friendly Planning recognizes the ageing population of Peel Region residents. It establishes that the Region will need to adapt the provision of services and planning to suit the changing demographic. The section provides that planning for age-friendly communities can include the provision of access to a range of housing options that are affordable, transit that is accessible and the incorporation of universal accessibility design. Relevant objectives of this section include the following:

Objective 6.4.2 To provide for the needs of Peel's aging population and allow opportunities for seniors to age in place within their community including the integration of community facilities and services with residential land uses.

Objective 6.4.4 To promote active aging for seniors by establishing healthy, complete, and accessible complete communities that are in close proximity to amenities, support services, and transit.

Relevant policies in this section include the following:

6.4.5 Encourage the local municipalities to develop policies in their official plans to support seniors to age in place within their communities, as provided for in the objectives of the Urban and Rural System sections of this Plan including the integration of community facilities and services with residential land uses.

### SECTION 6.4 RESPONSE

The proposed amendments conform with the Age-friendly Planning policies and objectives in Section 6.4. The proposed amendments enhance the ability of the Rathburn District to deliver complete communities by establishing a broader range of housing and uses, near amenities, jobs, open space and transit.

## PEEL REGION OFFICIAL PLAN SUMMARY OPINION

The proposed amendments conform with the policies and objectives of the Peel Region Official Plan. In particular, the proposed amendments will:

- Contribute to meeting the population, household and employment forecast within the built-up area through intensification of an underutilized site with a compact built-form at transit supportive densities.
- Contribute to achieving the minimum gross density target of 400 people and jobs per hectare within the City Centre MTSA by enabling a diverse mix of uses that will create the conditions for successful major office development and contribute to realizing a complete community.
- Contribute to achieving intensification in a compact urban form that supports transit and active transportation within the City Centre MTSA and an Urban Growth Centre.
- Increase the number of housing units that can be delivered on the Subject Lands and provide a range of housing types, sizes, tenures and degrees of affordability.
- Contribute to exceeding the density targets and forecasted job growth for the City Centre MTSA while expanding permissions for residential and commercial development on Block 9, 10 and 12 that would deliver housing options and a mix of uses that support transit and a complete community.

## 4.6 Downtown21: Creating an Urban Place at the Heart of Mississauga Master Plan, 2010

In 2010, the Downtown21 Master Plan established a new vision to create an urban place in Downtown Mississauga, with the goal of transforming the downtown from a suburban form to a walkable, human-scaled centre with a high degree of vitality and wide mix of uses. The Master Plan sought to establish a predictable development framework that would catalyze employment development, transit investments, areas of urban focus, and sustainable development practices. The Downtown21 Framework Plan provided a vision for where and at what scale new development would take place in order to realize the vision for the Downtown. A demonstration plan was prepared to visualize a potential scenario for the full build out of the Downtown. The associated New Street Framework, Parks & Open Space Concept Plan, and Built Form Guidelines provided further detail for how the urban structure should evolve and how new development should respond to it. The Downtown21 Master plan is not a policy document but is a Council endorsed plan that established the foundation for a comprehensive planning policy update for the Downtown Core, and some of its high-level directions and policies were reflected in a new Official Plan, Downtown Core Local Area Plan, the City-wide Zoning By-law 0225-2007, and Downtown Core Built Form Standards.

Section 5.1 of the Master Plan introduced the concept of a series of districts in the Downtown that have their own character, mix of uses, function and scale. The Rathburn District is generally bounded by Centre View Dr, City Centre Dr, Square One Dr, and Confederation Parkway. The Master Plan envisions the Rathburn District as an area “that will intensify over the long-term with an emphasis on office and employment uses that can take advantage of access to future transit and visibility and access to Highway 403”. The plan estimates a total of 28,636 jobs and 727 jobs per hectare upon full build out of the Downtown. The Master Plan anticipated that many of these jobs would also be in the Hurontario District which was at the time envisioned as a significant office district, and other districts envisioned for commercial uses and mixed-use development. The plan recognizes that the estimates are representative of the demonstration plan but there are other potential build out scenarios for the Downtown, and that the forecasts do not relate to future market demands or adopted population and employment forecasts.

### RESPONSE TO DOWNTOWN21 MASTER PLAN

The Downtown21 Master Plan does not represent in-force policy. Rather, it was a strategic planning exercise that was the precursor for the Mississauga Official Plan, Downtown Core Local Area Plan and Downtown-focused zoning by-law amendments summarized below. Notably, the office-only vision for the Rathburn District was not carried through in the Downtown Local Area Plan, which permits apartment uses in the District.

## 4.7 City of Mississauga Official Plan, 2012

The City of Mississauga Official Plan (MOP) came into effect on November 14, 2012. The MOP provides policy directions on land use, built form, transportation, urban structure, and environmental matters. These policies provide guidance on where and how the City should grow to 2031. The most recent consolidation of the MOP was issued on October 21, 2021. The City of Mississauga is currently undergoing an Official Plan Review to ensure that it conforms with the 2051 planning horizon of Provincial Plans.

### Chapter 1

Section 1.1 of the Mississauga Official plan provides background information on the Official Plan and describes the intent of the document to protect and enhance the Natural Heritage System, direct growth to where it will most benefit the urban form, support public transit, and address the long-term sustainability of Mississauga.

Section 1.1.1 of the Mississauga Official Plan (MOP) discusses the Mississauga Strategic Plan whose vision statement and objectives helped inform the policies included in the Official Plan. The key strategic objectives include creating a transit-oriented city where people can get around without a vehicle and where transit will shape the form of the city. Another strategic goal is to support the creation of complete neighborhoods, which are walkable, vibrant, and where people can both live and work.

#### CHAPTER 1 RESPONSE

The proposed amendments align with the vision and key objectives outlined in Chapter 1 of the MOP. The proposed amendments will expand land use permissions and set the framework for future mixed-use development to occur within the Downtown. By increasing the number of residents, workers, employment opportunities, and commercial uses within the Downtown Core, in an area well served by existing and planned transit, the proposed amendments will help to facilitate the creation of a transit-oriented community where motor vehicles are not required to complete daily trips.

### Chapter 4: Vision

Chapter 4 of the Official Plan provides background and context on how the City of Mississauga has developed since its founding, with Section 4.4 establishing the guiding principles for the MOP. These include a new approach to land use planning to focus on the management of growth in the city through the integration of land use, transportation, and design objectives. The approach involves encouraging growth in areas where it is financially stable and can be developed

in a compact form, supported by planned or existing infrastructure. The guiding principles identified in Section 4.4 include:

- promoting a strong, sustainable, and diverse economy that provides a range of employment opportunities to attract lasting investment and increase financial stability;
- planning for a wide range of housing, jobs, and community infrastructure to meet the daily needs of the community through all stages of life; and
- supporting 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.

Section 4.5 outlines how the MOP implements its guiding principles through strategic actions, addressing growth, complete communities, transportation access, and economic prosperity, among other things. It establishes that growth will be focused in areas supported by higher order transit, have higher density, are pedestrian oriented, and will have sufficient community infrastructure. Section 4.5 also provides that complete communities will be established by promoting an urban form and development that supports public health and active living. Additionally, this section encourages the creation of communities containing a range of easily accessible services required to meet the daily needs of residents including housing, employment, recreation, and social services. Section 4.5 further outlines policy guidance to create a multimodal city which includes promoting transit as a priority for moving people as well as implementing a safe and usable active transportation network for cyclists and pedestrians. Section 4.5 also outlines guidance on fostering a strong economy by continuing to have the city be a net importer of talent, supporting existing and future office and commercial businesses, maintaining an adequate supply of employment lands to meet future needs, and promoting new office development in strategic locations.

#### CHAPTER 4 RESPONSE

The proposed amendments conform with the policy objectives outlined in Chapter 4. In expanding the residential and commercial land use permissions on certain blocks and maintaining key blocks for major office development, the proposed amendments will help to direct significant growth towards the Rathburn District, an area well served by current and future transit infrastructure. Additionally, the proposed amendments support economic growth, as the full major office development potential of the Rathburn District is maintained by retaining the *Office* designation on the most

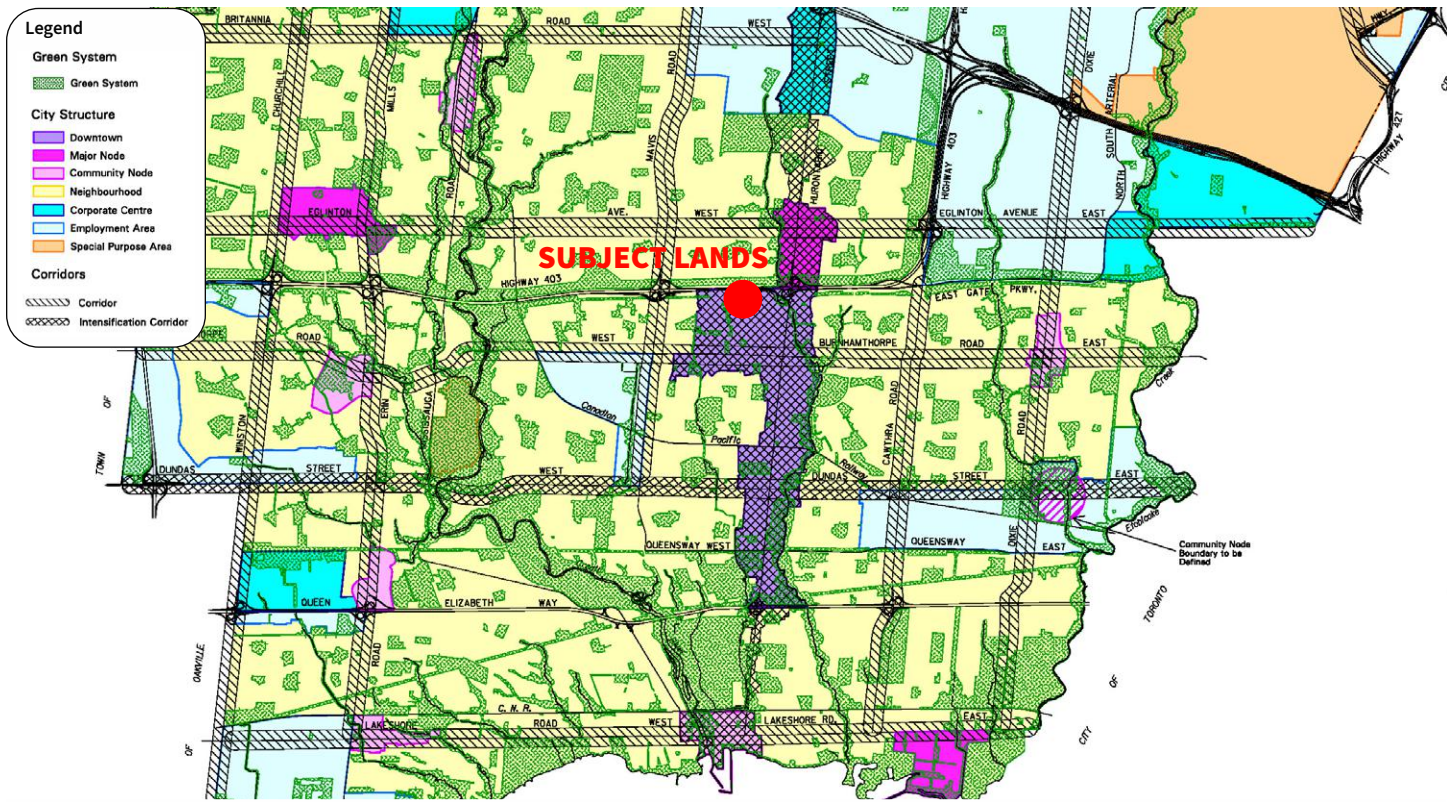


Figure 10. MOP Schedule 1 Urban Systems

central lands with best access to existing and future transit. In addition, proposed site-specific policies for the blocks to be redesignated to *Downtown Mixed Use* also require a minimum amount of non-residential gross floor area, ensuring that the lands serve employment purposes even if they are developed partly for residential purposes.

The proposed amendments support the creation of complete communities in the Downtown Core. They enable compact, mixed-use development in an area well served by existing and future transit service and active transportation options. The new housing, non-residential and office space that the proposed amendments would support help foster a strong economy in the Downtown and enable Mississauga to continue attracting new talent to the city. Supporting the vibrancy of the Rathburn District with mixed-use development including a mix of retail, service and other amenity uses would help to attract major offices uses in the Downtown which has not been able to attract major office development in the past 25 years.

## Chapter 5 Direct Growth

Chapter 5 of the MOP describes the Urban System and the policy framework that will be used to achieve sustainable development patterns that can accommodate the forecasted employment and residential growth that is expected in the city by 2031.

## SECTION 5.1: INTRODUCTION

Section 5.1 of the MOP describes how the policies how Chapter 5 support of vision for the City to evolve to include a vibrant Downtown that encourages compact, walkable, mixed-use development providing greater opportunities for people to live in proximity to jobs, retail areas, entertainment and cultural places.

Policy 5.1.1 provides the population and employment forecasts for Mississauga which includes a total population of 805,000 people by 2031 and 510,000 jobs by 2031.

Policy 5.1.2 provides that Mississauga will ensure that there is adequate land capacity to accommodate population and employment growth to 2031.

Section 5.1.3 of the MOP states that forecasted growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner. The section further outlines key objectives for sustainable development, including to protect ecological functions, utilize existing and proposed infrastructure such as transit, build livable and universally accessible communities, and to promote economic prosperity. Section 5.1 also includes a number of policies regarding growth, including:



Policy 5.1.4 Most of Mississauga’s future growth will be directed to Intensification Areas.

Policy 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.

Policy 5.1.8 Mississauga will protect employment lands to allow for a diversity of employment uses.

**SECTION 5.3 CITY STRUCTURE**

Section 5.3 describes the various elements and policies that apply to different elements of the City’s Structure including the Downtown, Major Nodes, Corridors, and others. Policies within this section that relate specifically to the Downtown state that major new development is expected to occur in conjunction with the development of transit. Additionally, the Downtown will see the highest densities, tallest buildings, and greatest mix of uses.

**5.3.1 DOWNTOWN**

Section 5.3.1 establishes that the Downtown will be a vibrant city and regional centre where residents are able to live, work and play, as much of the City’s new population and employment growth will located in the Downtown. It further establishes that development within the Downtown should also be pedestrian friendly, with an inviting public realm, and a street network that is supportive of walking and cycling. Relevant policies within 5.3.1 related to the Downtown include the following:

Policy 5.3.1.2 The Downtown will be divided into four Character Areas:

- a. Downtown Core;
- b. Downtown Fairview;
- c. Downtown Cooksville; and
- d. Downtown Hospital.

Policy 5.3.1.3 The Downtown is an Intensification Area.

Policy 5.3.1.4 The Downtown will achieve a minimum gross density of 200 residents and jobs combined per hectare by 2031. The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare in the Downtown.

Policy 5.3.1.5 Development applications within the Downtown 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.

Policy 5.3.1.6 The Downtown will achieve an average population to employment ratio of 1:1, measured as an average across the entire Downtown.

Policy 5.3.1.7 Character Area policies will establish how the density and population to employment targets will be achieved within the Downtown.

Policy 5.3.1.8 The Downtown will support opportunities for residents to work in Mississauga.

Policy 5.3.1.9 The Downtown will develop as a major regional centre and the primary location for mixed use development. The Downtown will contain the greatest concentration of activities and variety of uses.

Policy 5.3.1.10 The Downtown will be planned as a focal area for investment in community infrastructure, as well as institutional, commercial, recreational, educational, cultural and entertainment uses.

Policy 5.3.1.11 Development in the Downtown will be in a form and density that achieves a high quality urban environment.

Policy 5.3.1.13 The Downtown will be developed to support and encourage active transportation as a mode of transportation.

| Year        | Population     | Employment     |
|-------------|----------------|----------------|
| 2009        | 730,000        | 453,000        |
| <b>2011</b> | <b>738,000</b> | <b>455,000</b> |
| <b>2021</b> | <b>768,000</b> | <b>500,000</b> |
| <b>2031</b> | <b>805,000</b> | <b>510,000</b> |

**Figure 11.** MOP Table 5-1 - Population and Employment Forecasts

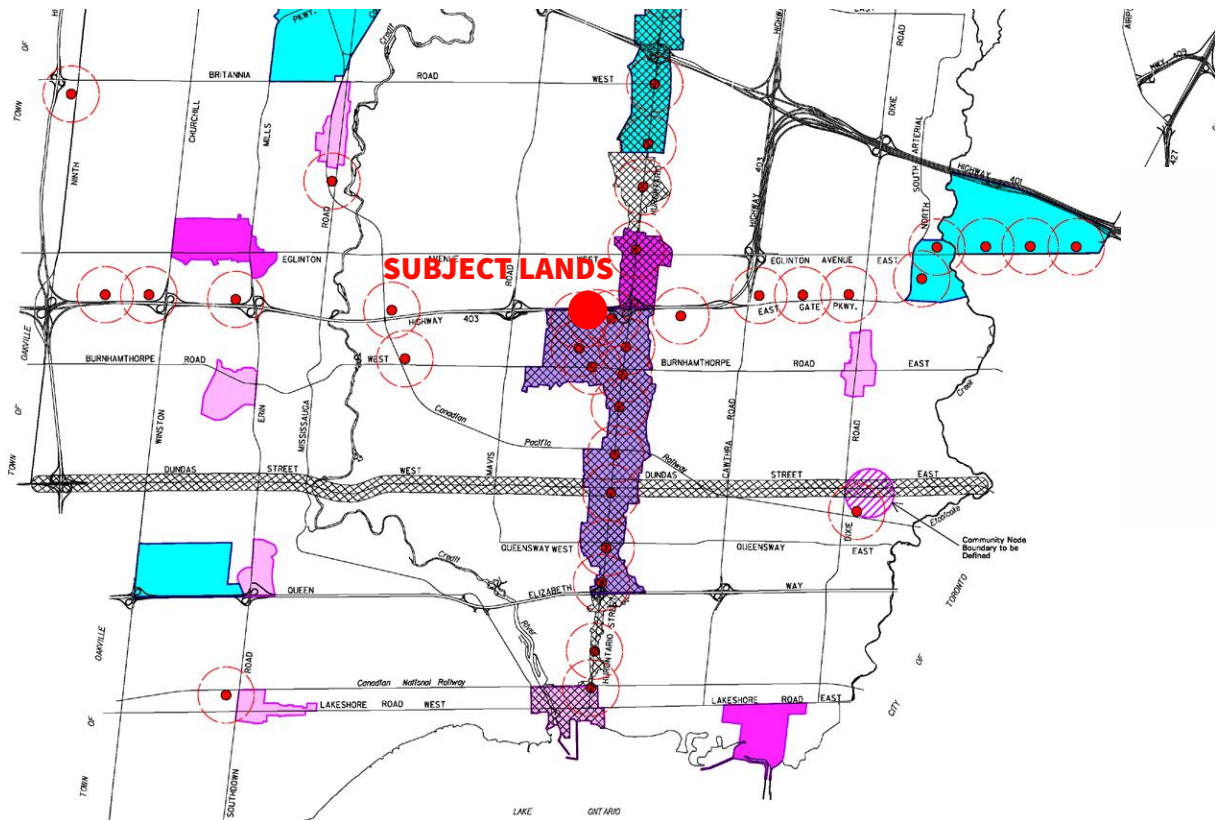
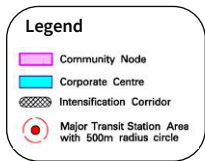


Figure 12. MOP Schedule 2 Intensification Areas

### SECTION 5.3 RESPONSE

The proposed amendments conform with the policies in Section 5.3 of the MOP. The proposed amendments will further enhance Downtown’s role as a vibrant regional centre where residents live, work, and play by increasing the ability to accommodate mixed-use residential development in the Rathburn District in addition to office uses.

The proposed amendments conform with the City Structure policies for the Downtown Intensification Area. By expanding the mixed-use residential permissions on certain blocks and maintaining the majority of lands for major office uses, the proposed amendments will increase the range of uses and number of residents that can be accommodated on the Subject Lands, while still maintaining the potential to accommodate all of the forecasted jobs for the entire Downtown. The proposed amendments will therefore help to achieve and exceed the density targets for the Downtown Intensification Area.

The proposed amendments will not result in a reduction of the residents or jobs that could be accommodated on the Subject Lands. The intention of policy 5.3.1.5 appears to be to prevent density reductions that would challenge the ability to achieve the envisioned transition toward a more urban Downtown.

Notably, the policy refers to reductions in residents or jobs that could be accommodated, and is not related to achieving employment forecasts or preserving employment lands to that end. Still, the proposed amendments maintain sufficient *Office*-designated lands to vastly exceed forecasted job growth in the Downtown and Downtown Core, and the redesignation of certain blocks to *Downtown Mixed Use* places no limits on the job potential of those sites given that the designation permits major and secondary office and a broad range of commercial uses. The proposed amendments would also expand the commercial land use permissions for all blocks to enable life science uses, which is a sector in which Mississauga has an established strength. The combination of the proposed land use permission changes and the fact that unlimited height and density is permitted in the Downtown Core means that the Subject Lands remain positioned to accommodate as many jobs as market conditions will support. To ensure that the redesignated lands contribute to establishing a commercial character and office-supportive amenities, the proposed amendments would require a minimum of 13,035 m<sup>2</sup> on Blocks 9, 10, and 12.

The 1:1 ratio noted in policy 5.3.1.6 is not intended to be applied on a site specific basis and is not related to the resident and job forecasts for Mississauga or the Downtown

Core Character Area. The Official Plan policy is clear that the 1:1 ratio applies on an average basis across the entire Downtown. In this regard, the 1:1 ratio is a high level target reflecting the objective of providing sufficient employment space to support local residents and achieve economic competitiveness. Further, the 1:1 ratio is not reflected in the City's planning forecasts to 2051, which contemplates more residents than jobs in the Downtown and the Downtown Core. The 2021 resident and job populations in the Downtown were 79,650 and 38,150 respectively, and the area is forecasted to add 57,880 residents and 19,640 jobs by 2051, resulting in a ratio of people to jobs of 2.38 to 1. The 2021 resident and job populations in the Downtown Core were 37,060 and 23,760 respectively, and the area is forecasted to add 43,890 residents and 14,950 jobs by 2051, resulting in a ratio of 2.1 to 1.

In any event, the site would continue to accommodate more than all of the jobs the City has planned for the entirety of the Downtown and contribute toward the planned ratio of people to jobs, as the Subject Lands would have the capacity to accommodate many more jobs than people. Notably, even without the proposed minimum required non-residential space on Blocks 9, 10, and 12, Hariri Pontarini Architects estimates that the proposed amendments would result in the Subject Lands being able to accommodate approximately 4,400 residents compared to at least 24,200 jobs, which generally supports the MOP objectives regarding balancing residents and jobs Downtown. Additionally, the proposed amendments include a site specific policy in the Downtown Core Local Area Plan which stipulates that redevelopment in the lands redesignated to *Downtown Mixed Use* would require 13,935 m<sup>2</sup> of non-residential use to be built as a component of mixed-use development or as a single building within Blocks 9, 10 and 12. The redesignation of these lands would continue to permit office and other non-residential uses. Office uses are also permitted in the *Mixed Use* land use designation in the Official Plan which covers most of the Downtown Core.

The proposed amendments will also help to enhance the Downtown's role as a major regional centre and the primary location for mixed uses. By expanding the commercial permissions on all blocks in the Subject Lands, the proposed amendments will enhance the vibrancy and commercial offer of the area and help create critical mass in the northern portion of the Downtown Core where residents and employees could support local business activity.

## **SECTION 5.4 CORRIDORS**

Section 5.4 includes policies and objectives for growth and new development along Corridors, which are areas identified within the urban structure on Schedule 1C of the MOP.

Relevant policies of Section 5.4 that pertain specifically to the Downtown include the following:

Policy 5.4.3 Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the Corridor.

Policy 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.

Policy 5.4.11 Hurontario Street and Dundas Street have been identified as Intensification Corridors. These are Intensification Areas. Additional Intensification Corridors may be identified in the future.

## **SECTION 5.5 INTENSIFICATION AREAS**

Section 5.5 establishes that future growth will primarily be directed to Intensification Areas, which include the Downtown. It also indicates that Intensification Areas will be mixed use areas with densities sufficient to support transit, as redevelopment of single storey buildings and surface parking lots makes more efficient use of land with multistorey developments. The relevant policies of Section 5.5 include the following:

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

Policy 5.5.5 Development will promote the qualities of complete communities.

Policy 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.

Policy 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.

Policy 5.5.9 Intensification Areas will be planned to maximize the use of existing and planned infrastructure.

Policy 5.5.10 Major office development will be encouraged to locate within the Downtown, Major Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas. Secondary office development will be encouraged within Community Nodes.

Policy 5.5.14 Pedestrian movement and access from major transit routes will be a priority in Intensification Areas.

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/drop-off areas.

## SECTION 5.4 & 5.5 RESPONSE

The proposed amendments conform with the policies for Intensification Areas and Corridors. The proposed amendments enable future development and growth to be directed towards the Rathburn District, within the Downtown Intensification Area. It will enable the redevelopment of existing low-rise businesses and surface parking lots into transit-supportive, mixed-use developments, in accordance with policy direction calling for compact, mixed-use, transit-supportive development in Corridors. The proposed amendments also maintain sufficient land to accommodate the full potential for major office uses on blocks with the best access to existing and planned transit. Additionally, the proposed expansion of residential and commercial uses on some blocks would add residential and commercial activity along the planned future road network, with the potential to enhance that network with the public realm and streetscape concept in the Square One Master Plan. These changes would create an environment that encourages safe pedestrian, cycling and vehicle movement to, from and within the Major Transit Stations Area.

## Chapter 7: Complete Communities

The policies in Chapter 7 of the MOP establish the key components of creating complete communities, which is one of the Strategic Pillars of the MOP. The Chapter introduction specifies that complete communities are designed to contain a wide assortment of housing choices, employment opportunities, and numerous commercial and social venues to meet the day-to-day needs of people throughout all stages of their life. The relevant policies within Section 7.1 for Complete Communities include the following:

Policy 7.1.1 Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.

Policy 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.

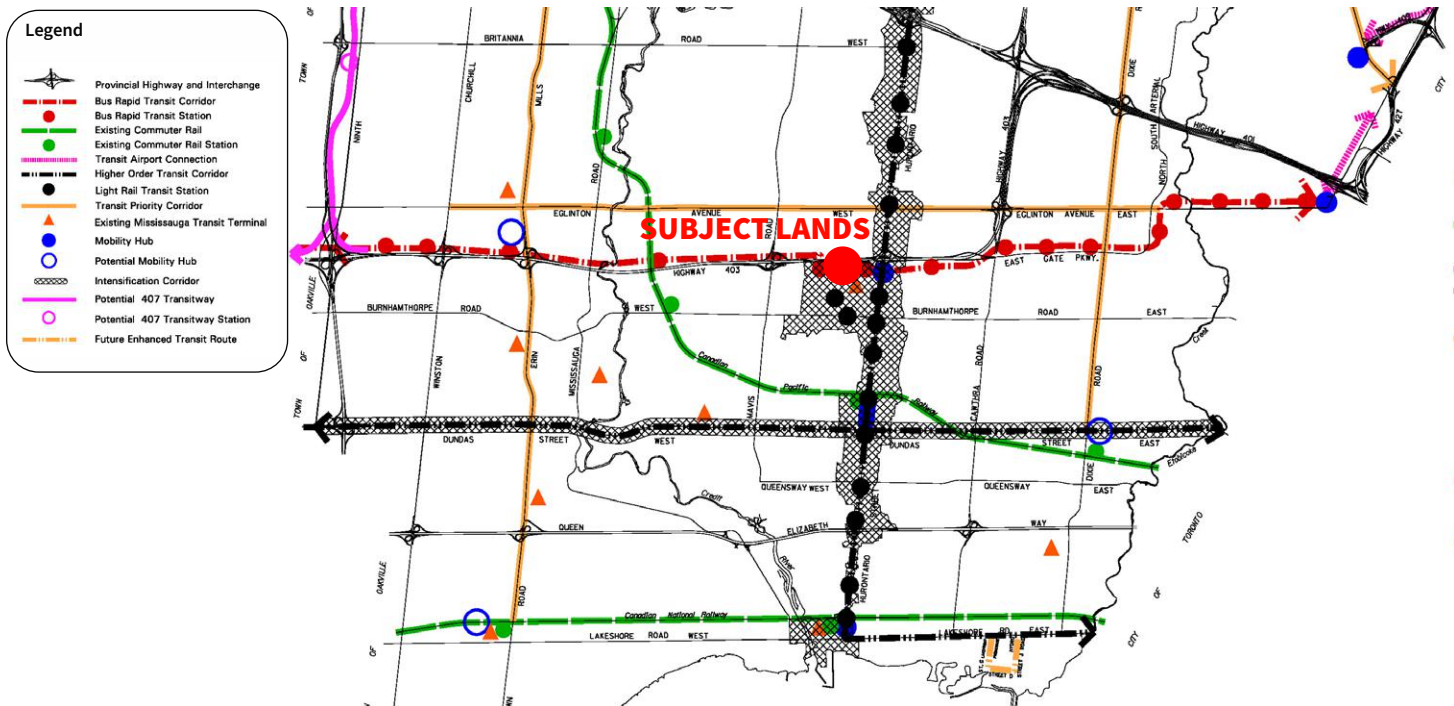
## SECTION 7.2 HOUSING

The policies in section 7.2 pertain to housing and how providing suitable housing to all residents of Mississauga is critical in ensuring that the City continues to be a desirable place for people to work and live. These measures include ensuring that a range of housing options to meet the needs for all ranges of residents is provided. In particular, section 7.2 notes that attracting and retaining young adults and families to Mississauga is important to ensure that employers have a strong labour force on which to draw, and that most future additions to the housing stock are expected to be in higher density forms, particularly apartments. To this end, the section encourages the creation of new housing in certain areas of the City, including the Downtown. Relevant policies include the following:

Policy 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.

Policy 7.2.2 Mississauga will provide opportunities for:

- a) the development of a range of housing choices in terms of type, tenure and price;
- b) the production of a variety of affordable dwelling types for both the ownership and rental markets.



**Figure 13.** MOP Schedule 6 Long Term Transit Network

Policy 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.

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

Policy 7.2.7 Mississauga will directly assist all levels of government in the provision of rental housing by:

- a) supporting the efforts of the Region and other local not for profit housing organizations in providing low and moderate income rental housing and accommodation for those with special needs;
- b) assisting the development of new rental units through the promotion of, and participation in, programs aimed at producing rental housing; and
- c) supporting the preservation of the rental housing stock.

### SECTION 7.3 COMMUNITY INFRASTRUCTURE

Section 7.3 of the MOP establishes that community infrastructure is a vital part of complete communities that contribute to the quality of life and well being of residents. The Section clarifies that in addition to the services provided

by the City, community infrastructure is also provided by other agencies, levels of government, and the private sector. The relevant policies relating to community infrastructure include:

Policy 7.3.2 The preferred location for community infrastructure will be within the Downtown, Major Nodes, Community Nodes and Corridors. Where appropriate, community infrastructure may also be located within Neighbourhoods and Corporate Centres.

Policy 7.3.5 Community infrastructure will generally be:

- a) in proximity to transit facilities;
- b) on Corridors, major and minor collector roads, preferably at intersections;
- c) connected to trails, cycling facilities, where possible;
- d) in proximity to other community infrastructure and places of gathering, where possible.

### SECTION 7.6 DISTINCT IDENTITIES

Section 7.6 includes policies and objectives that pertain to the unique character of Mississauga's different communities and how new development should fit within and enhance these distinct identities. The relevant policies relating to distinct identities include:

Policy 7.6.1.2 Built form within Intensification Areas should provide for the creation of a sense of place through, among other matters, distinctive architecture, high quality public art, streetscaping (including street trees), and cultural heritage recognition.

Policy 7.6.1.3 A distinct identity will be maintained for each Character Area by encouraging common design themes and compatibility in scale and character of the built environment.

Policy 7.6.1.5 New development will be compatible with the physical, social and environmental attributes of the existing community.

## CHAPTER 7 RESPONSE

The proposed amendments conform with the complete communities policies of the MOP. The proposed amendments conform with the policies in Section 7 as it helps contribute to the creation of complete communities by establishing the framework upon which a compact, mixed-use, transit-oriented community can be developed. The proposed amendments also contribute to the ability to create a future development that contains a mix of major office space, residential, and commercial and retail spaces to allow for people to live and work within the same area. This proposed integration of land uses reduce the need for people to travel far distances to complete their daily needs, and is expected to encourage the use of active transportation modes.

The proposed amendments also conform with the housing policies outlined in section 7.2. The proposed expansion of residential permissions on certain blocks will enable new housing supply that can provide a range of unit sizes, tenure types, and varying levels of affordability. Such housing in close proximity to higher-order transit, the significant retail amenities provided in Square One Mall, additional non-residential uses on the redesignated blocks, and the planned high-density office uses to the east would contribute to the objective of attracting and retaining a strong labour force on which employers in the Rathburn District, the Downtown Core and the City more generally can draw to support the City's economic competitiveness. In addition, any future residential development on the Subject Lands would be subject to any affordable housing provisions that are in force at the time of application. Future development would also deliver on the provincial and regional housing objectives, specifically as they pertain to delivering new housing around existing and future transit stations.

With respect to developing distinct identities in Intensification Areas, the proposed amendments support the creation of a cohesive district that includes residential, office, and community infrastructure. Enabling high-quality mixed use to take place while the major office market continues to emerge will help to establish a vibrant mixed-use character in the near term, with complementary retail and commercial uses in mixed-use development setting the preconditions for a successful major office hub.

## Chapter 8: Create a Multi-Modal City

Chapter 8 of the MOP contains policies that focus on creating a multi-modal transportation network for the movement of people and goods that supports the development of more sustainable communities. The multi-modal transportation system is primarily composed of public transit, motor vehicles, and active transportation. The relevant policies in Section 8.1 relating to creating a multi-modal city include the following:

Policy 8.1.1 Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation.

Policy 8.2.3.8 Decisions on transit planning and investment will be made according to the following criteria:

- a) using transit infrastructure to shape growth, and planning for high residential and employment densities that ensure the efficiency and viability of existing and planned transit service levels

Policy 8.2.3.9 Access to transit will be provided within walking distance of the places where people live and work.

## SECTION 8.5 TRANSPORTATION DEMAND MANAGEMENT

Section 8.5 includes policies pertaining to Transportation Demand Management measures that can be implemented in order to encourage people to take fewer vehicle trips to support transit and active transportation choices. The relevant policies from section 8.5 include the following:

Policy 8.5.1 Mississauga will encourage TDM strategies that promote transit use and active transportation, and reduce vehicle dependency, single occupant vehicle travel, trip distance and time and peak period congestion.

Policy 8.5.5. Mississauga will encourage land uses permitted by this Plan that make efficient use of the transportation system and parking facilities during off-peak hours.

## SECTION 8.6 MOBILITY HUBS

Section 8.6 addresses mobility hubs, which are intended to have employment, housing, shopping and recreational uses concentrated around a Major Transit Station Area and are connected by a variety of modes of transportation such as walking, cycling, and regional and local transit. This is of importance as the Rathburn District may include a Mobility Hub, as is shown on Schedule 6, Long Term Transit Network.

The relevant policies within Section 8.6 are as follows:

Policy 8.6.1 establishes that the City will promote the development of land use and transportation facilities around anchor hubs and gateway hubs in a manner that supports the Metrolinx Regional Transportation Plan.

## CHAPTER 8 RESPONSE

The proposed amendments conform with the policies outlined in Chapter 8 as they relate to creating a multi-modal city. The proposed amendments enable the potential to significantly increase the number of residents and commercial uses within the Rathburn District and near existing and planned transit services, while also maintaining the full potential for major office uses on the blocks nearest to this transit service.

The proposed amendments are expected to significantly enhance the transit supportive land use and density in the Rathburn District and enable and encourage the use of active transportation modes. The Rathburn District includes the only Hurontario LRT station currently planned for the Downtown Core and expanding the residential and commercial land use permissions on certain Rathburn District sites represents an important opportunity to deliver on the policy objective of providing both residential and employment density near transit to optimize the public investment in such infrastructure and support complete communities. Also, expanding the residential and commercial land use permissions on select blocks, will support the policy objective of making efficient use of transportation infrastructure off-peak, in a manner that the current office-dominant land use permissions would not.

## Chapter 9: Build a Desirable Urban Form

Chapter 9 of the MOP contains policies that pertain to urban form and the different elements of the urban structure of the City. The MOP envisions that growth will be directed to

Intensification Areas comprised of the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas. This intensification includes developing vacant or underutilized lots and by adding to the variety of building forms and tenures.

## SECTION 9.2: CITY PATTERN

Section 9.2 provides the visual framework of the city to create a pattern marked by a greater mixture of land uses in a more compact form of development that supports, and is integrated with, a multi-modal transportation system. Section 9.2.1 provides policies that pertain to Intensification Areas which include the Downtown, Intensification Corridors, and Major Transit Station Areas, and provides that the vision for Intensification Areas is for vibrant, mixed-use areas, serviced by multi-modal transportation. The relevant policies include the following:

Policy 9.2.1.4 Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.

Policy 9.2.1.8 The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.

Policy 9.2.1.22 Development will be designed to support and incorporate pedestrian and cycling connections.

Policy 9.2.1.27 Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping.

Policy 9.2.1.30 Development will provide open space, including squares and plazas appropriate to the size, location and type of the development.

Policy 9.2.1.35 Buildings and streetscapes will be situated and designed so as to encourage pedestrian circulation.

## SECTION 9.2 RESPONSE

No development or built form is proposed as part of this application, but the proposed amendments conform with policies in Section 9.2 in important respects. The amendments increase the potential for high-quality, compact mixed-use development to occur in the Rathburn District. The proposed amendments would augment the commercial and residential permissions at the western end of the Rathburn District, enabling signature tall buildings that would establish gateway

conditions into the Downtown that would be visible along Highway 403. The built-form direction in this section has informed the analysis of potential residents and jobs that could be accommodated on the Subject Lands.

## SECTION 9.4 MOVEMENT

Section 9.4 provides the guiding principles and policies that pertain to connecting people with places through coordinated urban design, land use, and transportation planning. The relevant policies include the following:

Policy 9.4.1.1 The design of all development will foster the improvement of connections and accessibility for transit users and promote active transportation modes.

## SECTION 9.4 RESPONSE

The proposed amendments conform with the policies outlined in 9.4 as they pertain to movement of people. These amendments would enable more mixed-use residential development to take place along with future major office development, in proximity to transit. This would improve access to transit for an increased number of residents and workers.

## Chapter 10: Foster a Strong Economy

Chapter 10 of the MOP provides policies that seek to encourage the continued economic growth of the economy and labour force in Mississauga. The Chapter notes that the Downtown and Corporate Centres are particularly well located for future office development as they have excellent access to existing and planned higher order transit services and several 400 series highways. The relevant policies include:

Policy 10.1.1 Mississauga will encourage a range of employment opportunities reflective of the skills of the resident labour force.

Policy 10.1.2 Mississauga will identify and protect lands for a diversity of employment uses to meet current and future needs.

Policy 10.1.3 An adequate supply of lands providing locations for a variety of appropriate employment uses will be maintained to accommodate the City's growth forecasts.

Policy 10.1.5 Mississauga will provide for a wide range of employment activities including office and diversified employment uses. To this end Mississauga will:

- a) strive to increase office employment;
- b) encourage the establishment of knowledge based industries and support their growth.

Policy 10.1.8 Transit supportive development with compact built form and minimal surface parking will be encouraged in Corporate Centres, Major Transit Station Areas and Corridors.

## SECTION 10.2: OFFICE

This section of the OP notes that current office development is concentrated within the Corporate Centres, and that the Downtown and Employment Areas also have considerable office development. It notes that promoting office development in the Downtown is of particular importance to the City to support higher order transit and create a lively mixed use live/work area. The relevant policies include:

Policy 10.2.1 Major office development will be encouraged to locate within the Downtown, Major Nodes, Corporate Centres and Intensification Corridors.

## CHAPTER 10 RESPONSE

The proposed amendments conform with the policies relating to economic growth in Mississauga. The proposed amendments maintain an adequate supply of *Office*-designated lands within the Subject Lands to accommodate all of the forecasted jobs in the Downtown Core to 2051, within a focused major office node best situated for transit access and the potential adjacency to significant new open space. The proposed expansion of the residential and commercial land use permissions on selected blocks are expected to help set the preconditions for successful major office investment, which has been a slowly emerging market in Downtown Mississauga. The proposal will also increase the diversity of employment uses permitted on the Subject Lands, through proposed permissions for life science-related uses.

## Chapter 11 Land Use Designations

Chapter 11 of the MOP provides policies applicable city wide for all land use designations, as identified on Schedule 10: Land Use Designations. All of the Subject Lands are currently designated *Office* on Schedule 10. The Chapter introduction notes that Mississauga is divided into a series of Character Areas as identified on Schedule 9, and that the city wide land use designation policies in Chapter 11 must be read in conjunction with relevant policies in Chapters 12 to 18. Chapter 11 also indicates that local area plans may elaborate on or



provide exception to the policies or schedules of the main MOP document. The Subject Lands are identified as being within the Downtown Core Character Area on Schedule 9: Character Areas, and is subject to the Downtown Core Local Area Plan. Those policies are summarized later in this report.

## SECTION 11.2 GENERAL LAND USE

Section 11.2.1 includes policies outlining permitted uses for separate land designations throughout Mississauga. The relevant policies as they relate to uses permitted in all land use designations include the following:

Policy 11.2.1.1 The following uses will be permitted in all land use designations, except Greenlands and Parkway Belt West unless specifically allowed:

- a) Community infrastructure;
- g) Parkland;
- j) Transit facilities;
- k) Transportation infrastructure.

Section 11.2.6 includes policies outlining permitted uses in the Mixed Use designation.

Policy 11.2.6.1 In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses:

- a. commercial parking facility;
- b. financial institution;
- c. funeral establishment;
- d. makerspaces
- e. motor vehicle rental;
- f. motor vehicle sales;
- g. overnight accommodation;
- h. personal service establishment;
- i. post-secondary educational facility;
- j. residential, in conjunction with other permitted uses;
- k. restaurant;
- l. retail store.

Section 11.2.7 includes policies outlining permitted uses in the *Office* designation. The relevant policies as they relate to uses permitted in the *Office* designation include the following:

Policy 11.2.7.1 In addition to the Uses Permitted in all Designations, lands designated Office will also permit the following uses:

- a. major office;
- b. secondary office; and
- c. accessory uses.

## CHAPTER 11 RESPONSE

The existing *Office* designation is modified by the Downtown Core Local Area Plan to include limited residential permission. The proposed *Downtown Mixed Use* designation for certain blocks in the Subject Lands is a land use that is defined in the Downtown Core Local Area Plan.

## Chapter 12 Downtown

Chapter 12 of the MOP includes guidelines and policies that specifically pertain to the Downtown area, however more detailed policies for the lands within the Downtown Core are contained in the Downtown Core Local Area Plan. The relevant policies in this Chapter include:

Policy 12.1.1.1 Proponents of development applications within the Downtown may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio.

Policy 12.1.1.2 A minimum building height of three storeys is required on lands within the Downtown. Character Area policies may specify maximum building height requirements. Alternative minimum building heights may be established for existing areas with low density residential development.

## CHAPTER 12 RESPONSE

The proposed amendments would contribute to achieving the residents and job density target for the Downtown by expanding the residential and commercial permissions on the proposed redesignated sites, and by maintaining sufficient *Office* designated land area to accommodate approximately 24,200 office jobs on the Subject Lands.

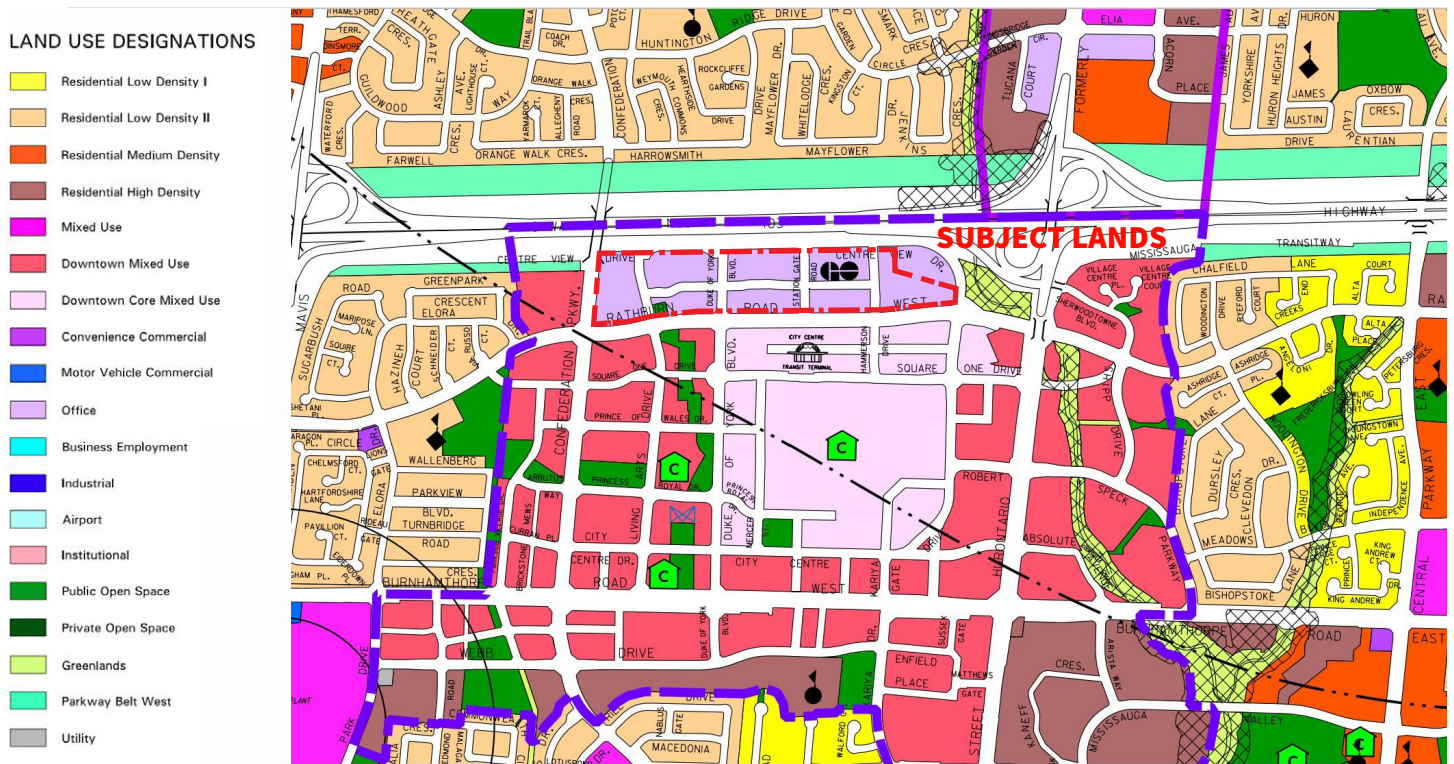


Figure 14. MOP Schedule 10 Land Use Designations

## Chapter 19: Implementation

Chapter 19 of the MOP establishes how policies within the MOP should be implemented through mechanisms such as zoning by-laws, site plans, and municipal legislation.

### SECTION 19.4 DEVELOPMENT APPLICATIONS

Section 19.4 specifically includes policies regarding Development Applications and the process in which they are evaluated. These policies include the following:

Policy 19.4.3 To provide consistent application of planning and urban design principles, all development applications will address, among other matters:

- a) the compatibility of the proposed development to existing or planned land uses and forms, including the transition in height, density, and built form;
- b) conformity with the policies in this Plan;
- c) the sustainability of the development to support public transit and to be oriented to pedestrians.

Policy 19.4.7 To provide consistent, efficient, and predictable application of environmental planning principles, all applications will have regard for:

- a) promotion of public transit.

### SECTION 19.5 CRITERIA FOR SITE SPECIFIC OFFICIAL PLAN AMENDMENTS

Section 19.5 contains policies that pertain to the Official Plan Amendment process and provides guidance on how these applications are to be evaluated. These policies include the following:

Policy 19.5.1 City Council will consider applications for site specific amendments to this Plan within the context of the policies and criteria set out throughout this Plan. The proponent of an official plan amendment will be required to submit satisfactory reports to demonstrate the rationale for the amendment; including, among other matters: a) that the proposed redesignation would not adversely impact or destabilize the following:

- a) that the proposed redesignation would not adversely impact or destabilize the following:
  - the achievement of the overall intent, goals, objectives, and policies of this Plan;
  - the development or functioning of the remaining lands that have the same designation, or neighbouring lands;
- b) that a municipal comprehensive review of land use designations or a five year review is not required;
- c) that the lands are suitable for the proposed use, and a planning rationale with reference to the policies of this Plan, other applicable policies, and sound planning principles is provided, setting out the merits of the proposed amendments in comparison with the existing designation;
- d) land use compatibility with the existing and future uses of surrounding lands; and
- e) the adequacy of engineering services, community infrastructure and multi-modal transportation systems to support the proposed application.

## CHAPTER 19 RESPONSE

The proposed amendments conform with the policies outlined in Chapter 19 of the Official Plan, including the criteria for site-specific official plan amendments. This application includes the required materials and fulfills all the requirements associated with an Official Plan Amendment. This Planning Justification Report addresses all the tests to determine that a municipal comprehensive is not required.

The proposed amendments help to achieve the overall intent, goals, objectives and policies of this plan and supports the intensification of underutilized lands in an area designated for growth. The overall intent of the MOP as it relates to the Downtown is to support its evolution into a vibrant, urban area with compact, walkable, mixed-use development, providing greater opportunities for people to live in proximity to jobs, retail areas and amenities. The MOP (including the applicable local area plan discussed further below) also provides policy direction for achieving a strong employment base in the Downtown. The proposed amendments support these overall intentions by expanding land use permissions on the Subject Lands to allow for a complete and mixed use community with housing options in proximity to jobs, existing and planned transit, allowing people to meet their daily needs through active transportation and transit, while also supporting the Subject Lands' ability to accommodate more than all of the

Downtown's planned employment growth for the duration of the planning horizon.

As explained above, no municipal comprehensive review is required. The proposed amendments do not result in a significant reduction in the number of residents or jobs that can be accommodated on the Subject Lands, as the re-designated blocks continue to permit office uses and the Subject Lands continue to accommodate more than all of the planned job growth for the entirety of the Downtown to 2051, among other things. Further, the Subject Lands are not designated employment lands. The proposed amendments do not have a city-wide impact and maintain the full potential for jobs.

The Subject Lands are suitable for the proposed use in that they are in an Urban Growth Centre intended for intensification. The proposed redesignation of Blocks 9, 10 and 12 to *Downtown Mixed Use* is compatible with the surrounding lands which are primarily also *Downtown Mixed Use*, as well as *Downtown Core Mixed Use*, *Office* and *Public Open Space*. These land use designations are compatible and complementary uses allowing housing, jobs, retail, services and other uses that support a vibrant urban area. To the west of Blocks 9, 10 and 12 is a residential development and to the south is the mixed-use Block 8 development which is currently under construction. The redesignation of Block 9, 10 and 12 to *Downtown Mixed Use* expands the residential permission which is a use that is currently allowed at a limit of 20% of the GFA for any development application.

The proposed amendments support the creation of an office node by retaining 70% of the Subject Land area for the *Office* designation in an optimal location for office, directly next to existing and planned transit services with high visibility from Highway 403. The lands that remain designated as *Office* have the ability to accommodate more office jobs than are forecasted for the entire Downtown to 2051. Additionally, the lands redesignated to *Downtown Mixed Use* would be required to provide a minimum 13,935 m<sup>2</sup> (150,000 ft<sup>2</sup>) of non-residential GFA. The *Downtown Mixed Use* designation permits office uses and the proposed amendments would not place limits on office or other commercial uses. The expanded residential permissions on Blocks 9, 10 and 12 would support intensification and a critical mass of activity that would help to attract office uses to the blocks that remain designated *Office*.

The Subject Lands are located within Strategic Growth Areas including the Downtown Mississauga Urban Growth Centre. The Subject Lands are well served by existing transit services and the planned Hurontario LRT. The approximately 14.2 ha area is currently low-density commercial uses and surface

## MISSISSAUGA OFFICIAL PLAN SUMMARY OPINION

parking area that do not contribute to important policy objectives. The proposed amendments would enable the appropriate intensification of Blocks 9, 10 and 12 which would better support public investments in transit than if the Subject Lands remain underutilized until the uncertain office market make intensification possible. Intensification of Block 9, 10 and 12 will support a critical mass of activity in proximity to transit that could help to attract office uses.

The proposed amendments support important directions of this plan to deliver a range of housing types, tenure and affordability. The proposed amendments would also support the direction of this plan to deliver housing in proximity to existing and planned transit services. The expanded residential permission on Blocks 9, 10 and 12 would contribute to delivering more housing and help meet the target recently announced by the Province for the City of Mississauga to deliver 120,000 new homes by 2031. Any future mixed-use development on the redesignated lands would be subject to affordable housing policies that are in-force at the time of development applications, such as inclusionary zoning.

The proposed amendments conform with the policies and objectives outlined in the MOP and criteria for site-specific amendments. This includes a particular emphasis on locating growth, both in term of jobs and residents, in areas well served by current and future transit infrastructure. In addition to the location of this future growth, creating compact, mixed-use communities with a vibrant public realm to accommodate this growth is also of great emphasis throughout the MOP. In particular the proposed amendments will:

- Conform with the policies relating to economic growth in the City as the proposed amendments maintains the potential to accommodate all of the forecasted jobs in the Downtown Core to 2051. The proposed amendments would also focus major office development and jobs into the area in closest proximity to existing and future transit.
- Establish the conditions for creating a complete community and contribute to the more efficient use of land by proposing expanded land use permissions for an area that is currently underutilized. The proposed amendments would allow for the existing low-rise commercial building and surface parking lots to be transformed into a compact, mixed-use community within the Downtown Core.
- Enable the achievement of both residential and employment density targets within the Downtown by establishing the framework for intensification within the Rathburn District. This increased growth in addition to the mix of uses further supports the Downtown's role as the cultural and economic centre of the City and the region.
- Enable the achievement of transit-supportive intensification within the Rathburn District, which would support both employment and residential growth within an Urban Growth Centre. With the Rathburn District being the only planned station location of the future Hurontario LRT within the Downtown Core, expanding residential and commercial land uses to make more efficient use of future higher order transit is imperative.
- Enable new housing supply that can provide a range of unit sizes, tenure types, and varying levels of affordability in a location that optimizes existing infrastructure and is in proximity to existing and planned transit services.

Overall, the proposed amendments support the policies and objectives outlined in the Official Plan. These amendments present an opportunity to expand the permitted land uses within the Rathburn District to better implement the policies in the MOP directing the creation of a vibrant, compact, mixed-use Downtown Core that is transit supportive, while ensuring that the Subject Lands continue to provide more than enough Office-designated lands to accommodate all of the planned employment growth for the Downtown Core to 2051.

## 4.8 Mississauga Official Plan Amendments 143 & 144

The City of Mississauga recently undertook a review of its Official Plan policies relating to Major Transit Station Areas (MTSAs) as a required conformity exercise to bring Official Plan policies into alignment with the Region of Peel's Official Plan. This resulted in two amendments being produced, OPA 143 & 144, which were adopted by Council on August 10, 2022, but are subject to Regional approval and are not yet in force. The OPAs establish a new policy framework to accommodate future growth and guide transit-supportive development within MTSAs as delineated in the new Peel 2051 Region of Peel Official Plan (RPOP). For Mississauga's 54 MTSAs and 9 Planned MTSAs, the OPAs identify delineated boundaries, land uses, densities, and building heights, and provide direction on land use compatibility, urban form, connectivity and community infrastructure.

The July 15, 2022 Recommendation Report to the Planning and Development Committee on the City-Wide Major Transit Station Area Study – Official Plan Amendment acknowledges that the OPAs do not constitute a fundamental shift in the City's planning direction, as the City already has numerous transit-supportive strategic growth areas within MTSAs. However, Staff noted that the proposed MTSA policies would enable the implementation of inclusionary zoning; identify all MTSAs as Protected Major Transit Station Area (PMTSAs) preventing appeals related to land use, height and density

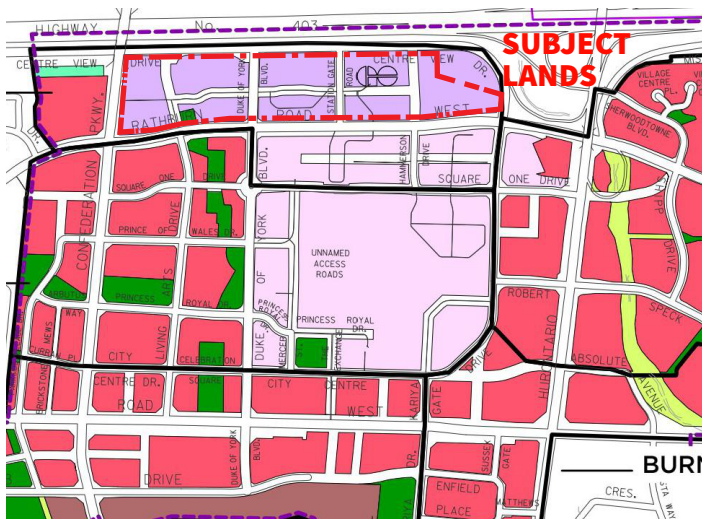


Figure 15. OPA 144 Schedule 11-J



policies; and advance recommendations in ongoing or recently completed local area studies.

The proposed MTSA policies split between OPA 143 & 144. OPA 143 includes general policies related to compatibility, urban design, community infrastructure, parks and open spaces, servicing, and Planned MTSAs. OPA 144 includes the Protected Major Transit Areas (PMTSAs) and policies related to land use and building heights within these PMTSAs. While both OPA 143 & 144 have been adopted by City Council, they are not yet in force as they are subject to the approval of the Region of Peel. Both documents were also adopted before the new Region of Peel Official Plan was approved by the Ministry of Municipal Affairs and Housing, with modifications. Accordingly, the OPAs are subject to change and the final form of these OPAs is not currently known. An overview of relevant policies from both OPAs is included below.

### OPA 143

OPA 143 provides updated general policies regarding compatibility, urban design, connectivity, community infrastructure, parks and open spaces, and Planned MTSAs. The most relevant policy updates are summarized here.

OPA 143 introduces a new Mississauga Official Plan Section specifically relating to Major Transit Station Areas. The new Section 5.7 is to be included in Chapter 5, Direct Growth and establishes that MTSAs 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. Policy 5.7.1.6 states that inclusionary zoning will apply to specific Protected Major Transit Station Areas to increase housing affordability.

With respect to open space and community infrastructure, Policy 5.7.8.3 establishes that new or expanded community infrastructure, parks, and open spaces will be provided to meet the anticipated community needs resulting from development.

### OPA 144

OPA 144 includes updated policies and objectives pertaining to the Protected Major Transit Areas and policies related to land use and building heights within these PMTSAs. These updated relevant policies are included below.

A significant policy update in OPA 144 is the definition of specific height and density policies for each Protected Major Transit Station Area. It is noted that the ROP, as modified by

the Minister, removed language in the draft version of the ROP permitting lower-tier municipalities to identify maximum heights and densities in PMTSAs. The OPA also modifies Policy 5.3.1.5 pertaining to proposed changes of land use in the Downtown, removing the word “residents” so that only land use change proposals that would reduce the number of jobs that could be accommodated on a site will not be permitted unless considered through a municipal comprehensive review.

Policy 5.71.3 establishes that all delineated MTAs are PMTSAs, and that the boundaries are as shown on the new Schedule 11: Protected Major Transit Station Areas (including Schedules 11a-11r) and as summarized in Table 5-2 Protected Major Transit Station Areas. Likewise, Policies 5.7.2.1 and 5.7.4.1 respectively provide that authorized land uses and heights are as shown on Schedules 11a-11r. Policies 5.7.3.2 and 5.7.3.2 establish that the minimum residents and jobs combined target and minimum Floor Space Index (FSI) targets for each PMTS are as set out in Table 5-2.

Schedule 11 shows the Subject Lands as being located within the City Centre PMTSA, and Schedule 11j confirms the existing 3 storey height minimum and existing land use designations for the Rathburn District. Table 5-2 establishes that the City Centre PMTSA has a minimum residents and jobs combined/ hectare density target of 400 and minimum Floor Space Index (FSI) of 1.8.

While Schedule 11j retains the existing land uses in the Rathburn District, Policy 5.7.2.4 establishes that development will contribute towards the creation of transit-supportive complete communities by including a broad range and balanced mix of land uses, with a range of residential and non-residential uses, as well a mix of housing options and a range of employment uses. The policy also recognizes that some PMTSAs will have limited opportunities to accommodate a mix of uses due to existing and planned contexts.

## OPA 143 & 144 RESPONSE

OPA 143 and 144 are not yet in force and the final form of these documents is not yet known. However, the proposed amendments are consistent with the overall direction in these OPAs. The proposed amendments would expand the residential and commercial uses permitted on certain blocks, enhancing the potential for the City Centre PMTSA to accommodate future growth with residents and a diversity of land uses and housing options. The expanded residential permissions would also support the affordable housing objectives for PMTSAs, provided that inclusionary zoning or other housing policies would be in force when future mixed use applications are submitted.

The proposed amendments will also help to achieve the minimum residents and jobs combined per hectare target of 400 sooner than would be possible under the existing land use designations (which OPA 144 would retain and protect from appeals). Office intensification is unlikely to take place for several decades on Blocks 9, 10, or 12 which are the furthest blocks from the City Centre LRT Station. The proposed expansion of land uses on those blocks would enable mixed use development to deliver up to 4,400 residential units and at least 518,000 square metres of employment space to help achieve and exceed the density target in the near term, without reducing the potential of those sites to accommodate jobs or for the full potential of major office development to be accommodated on Blocks 11 and 13-18.

With respect to Policy 5.3.1.5 in OPA 144, the proposed amendments would not reduce the potential jobs that can be accommodated on the Subject Lands. The blocks proposed to be redesignated continue to permit office uses, including Major Office. Further, this application demonstrates that the Subject Lands on Blocks 11 and 13-18, retained as *Office* designated lands, can accommodate 483,523 m<sup>2</sup> of major office development at 16-20 storey development heights. This represents 24,200 potential jobs, which exceeds the 2051 forecasted employment growth of the entire Downtown Core by more than 9,000 jobs. In addition, there are no height or density limits that apply to the Subject Lands, and their full job potential could be significantly greater if market conditions were favourable.

## 4.9 Downtown Core Local Area Plan

The Downtown Core Local Area Plan (DCLAP) provides policies for the lands located in Central Mississauga known as the Downtown Core, as delineated on Map 1 of the DCLAP and identified in the Official Plan City Structure as the Downtown Core. The DCLAP elaborates on or provides exceptions to certain policies and schedules of the parent Official Plan. In the event of a conflict, the policies of the DCLAP take precedence.

### 4.0 Vision

Section 4 provides an overall vision and guiding principles for the purpose and outcomes of the DCLAP. A key objective of the City's Strategic Plan is to create a vibrant downtown that is the civic, cultural, and economic centre of the city. The Downtown 21 Master Plan formed the initial basis upon which the Downtown Local Area policies were created and set the direction for transforming the Downtown Core from a suburban model to an urban mixed-use centre. The objective of these policies is to encourage and create a high quality, pedestrian friendly environment to attract lasting public and private investment in the Downtown to support existing and future planned infrastructure, particularly higher order transit. The DCLAP vision also refers to the need to ensure a balance between residential and employment uses, including retail, to achieve a sustainable downtown core.

#### SECTION 4.1 GUIDING PRINCIPLES

Section 4.1 of the DCLAP includes guiding principles and objectives for the Downtown Core which include the following, among others:

- strengthen the Core's role as the primary location for major office, highest concentration of regional serving retail, commercial, mixed use, civic and cultural uses;
- accommodate forecasted growth without impacting the natural environment and quality of life;
- attract new jobs, particularly in the office sector to balance population and employment;
- create a fine-grained, well connected road network that supports multi-modal transportation modes: walking, cycling, transit, servicing and goods movement, and the car; and
- develop an integrated urban place that achieves design excellence in buildings, the public realm and a distinctive, memorable character in mixed use districts.

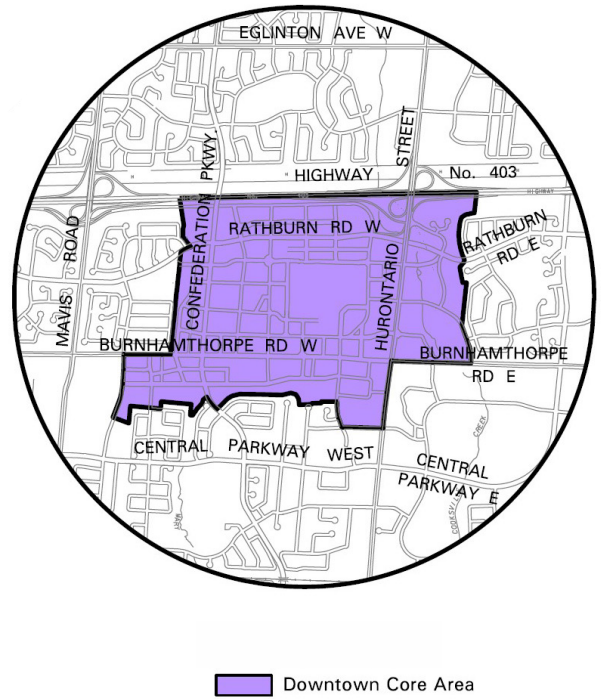
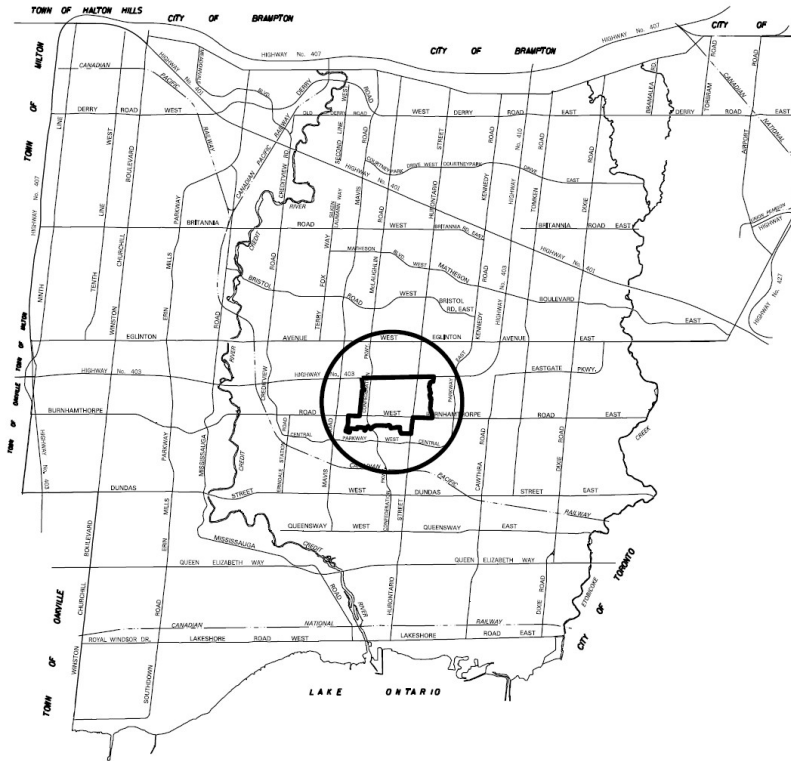


Figure 16. DCLAP Map 1

This section also describes the vision for the Downtown Core which is “to be a mixed use urban centre, with a balance of residential, office and retail employment uses, complemented by civic and cultural uses.” The plan states that office development in the Downtown Core is important to achieve an strong employment base for the Downtown. The policies of the plan will direct development to, “achieve a stronger economic base, strengthen the transportation systems, create linkages and access, improve urban design and enhance the pedestrian experience resulting in a more vibrant and active mixed use Downtown Core.”

**SECTION 4.2 COMMUNITY CONCEPT**

Section 4.2 provides that the focus of the DCLAP policies is to enhance the image of Downtown Core as an urban mixed use centre in the Greater Toronto Area. It further provides that the “Downtown Core’s position as an employment, retail commercial, civic and cultural centre will be balanced by residential development, education, entertainment, and facilities for business visitors and tourists.” It notes that each district will develop with its own character mix of uses, function and scale, and the policies of the DCLAP are intended to facilitate the dynamic growth and change of the Downtown Core as it matures.

**SECTION 4.3 DISTRICTS**

Section 4.3 of the DCLAP contains policies and information pertaining to the scale, identity, and character of each of the various Districts within the Downtown as outlined in Schedule 1 of the DCLAP. The Subject Lands are located within the Rathburn District.

**SECTION 4.3.4 RATHBURN DISTRICT**

Section 4.3.4 establishes that the Rathburn District is currently a pattern of suburban retail uses and surface parking lots. It provides that the district will intensify over the long term with an emphasis on office and employment uses that can take advantage of pedestrian amenities and access to future higher order transit. The Section further indicates that visibility and access to Highway 403 and transit also make the Rathburn District a prestigious employment district. Policy 4.3.4.1 specifies that the Rathburn Station Area is served by the LRT and Bus Rapid Transit and is adjacent to the City Centre Transit Terminal. It notes that the area around the station is characterized as an office district, with some entertainment uses.

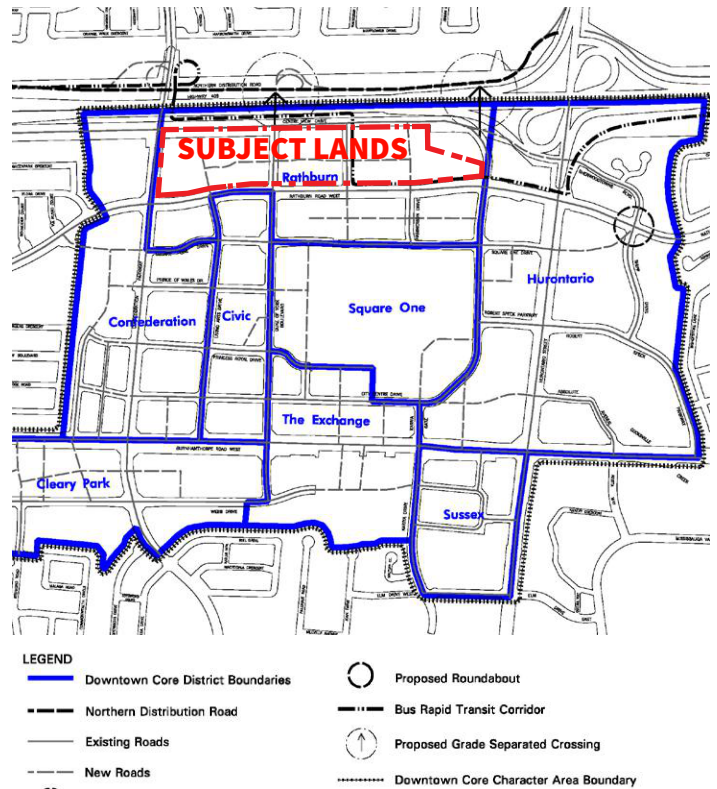


Figure 17. DCLAP Schedule 1 Downtown Core Districts

**SECTION 4 RESPONSE**

The proposed amendments would strengthen the role of the Downtown Core as the primary location for major office and mixed use development in the City, enabling it to accommodate more than all forecasted office growth while improving quality of life by supporting a walkable, complete community. The land use permissions of the proposed amendments including residential uses will help provide housing for talented labour force that the Mississauga Official Plan recognizes as critical to supporting office uses.

The proposed amendments also support the dynamic growth of the Downtown Core and its transformation from suburban to vibrant urban environment. Within the Rathburn District in particular, the proposal will maintain emphasis on office and employment uses. Residential uses are already permitted within the Rathburn District, including on the Subject Lands, recognizing that the vision includes supportive residential uses provided the emphasis on office in the District as a whole is maintained. The proposal implements this intention and provides that the area surrounding the existing transition stations and the planned City Centre Station will remain an office district intended for high-density office uses.



## 5.0 Direct Growth

The introductory text in Section 5.1 of the DCLAP establishes that the Downtown Core, which is one of four Character Areas within the City's Downtown Urban Growth Centre (UGC), is intended to contain the highest densities, tallest buildings and greatest mix of uses. Section 5.1 further provides that the entire UGC is planned to achieve a minimum gross density of 200 residents and jobs combined per hectare by 2031, and that the City will strive to achieve a gross density of 300 to 400 residents and jobs combined per hectare. The text notes that at the time it was written the Downtown Core exceeded the minimum density target, but acknowledged that the Downtown Core will likely need to offset lower densities elsewhere in the Downtown, and that additional overall intensification is desirable.

The introductory text also notes that, on average, the entire Downtown is planned to achieve an average population to employment ratio of 1:1 and explains that the unlimited height and density permitted in the Downtown Core and prevailing market conditions has led to a predominance of high density residential development, and acknowledges that there will be a challenge to meet the employment targets in order to achieve a sustainable balance between residents and employees. Additional employment which includes retail, office, public sector, institutional and other jobs will be required to provide more opportunities to live and work in the City and to support transit and other investments. Policy 5.1.2 states that increases in employment opportunities will be accommodated on lands designated mixed use, office and the non-residential component of high density residential development where applicable.

### SECTION 5 RESPONSE

The proposed amendments conform with the vision and policies as they pertain to growth within the Downtown Core. The proposed amendments establish the conditions for new office and mixed-use developments within the Downtown Core, thus enabling increased density and future building heights in the area. This potential new development and density will also help achieve the resident and job density targets for the Downtown Core. The proposed amendments also maintain the location of office uses on sites that have the demonstrated ability to exceed the density targets for the Downtown Urban Growth Centre and are in the closest proximity to the future mobility hub. The proposed amendments also support the direction for the Downtown Core to provide the greatest mix of uses of all the character areas in the Downtown.

The Downtown Community Improvement Plan (2017) recognizes the challenges of building office in the Downtown. This plan is intended to stimulate office development through a number of incentives that offset the financial challenges. The Community Improvement Plan (CIP) notes the challenges of building office in Downtown Mississauga including the costs of land, the cost of constructing underground parking and significant competition for office in the Greater Toronto and Hamilton Area. New major office has not been developed in the downtown within the last 25 years despite the supportive planning framework, available land and incentives.

The Mississauga Official Plan also recognizes that achieving employment growth in the Downtown Core has been challenging. This is consistent with indications in the Downtown Core Local Area Plan. No significant office development has taken place in the Downtown Core since the adoption of the Downtown Core local Area Plan (or in the last 25 years), indicating that modifications to policy are required to support the activation of *Office* designated blocks. The proposed amendments will support the activation of *Office* designated blocks by establishing the conditions that could attract office development. *Office* designated lands are maintained in the most optimal location for office adjacent to existing and planned transition station with high visibility from Highway 403. The lands on the western portion of the Rathburn District that are to be redesignated to *Downtown Mixed Use* would provide housing for housing and amenities to support a complete community and attract office uses.

The proposed amendments support the objective of providing a significant number of jobs that contribute to an appropriate balance of land uses in the Downtown, and conform with policy direction regarding achieving a 1:1 ratio of residents to jobs for the reasons described previously in this report.

## 6.0 Value the Environment

Section 6 of the Area Plan includes policies regarding parks and open space within the Downtown Core. Policy 6.1.2.2 states that public open spaces will be connected and continuous to form an 'Emerald Necklace' throughout the Downtown Core and connect the Downtown to existing adjacent parkland such as Zonta Meadows Park, John Cleary Park, Civic View Walk and Kariya Park, and to Greenlands such as Bishopstoke Walk along Cooksville Creek.

## 7.0 Complete Communities

Section 7.0 establishes that the Downtown Core has many elements of a complete community. Policy 7.1.1. further provides that to achieve a complete community in the Downtown Core, Mississauga will guide development toward:

- a compact urban form that is walkable and provides convenient access to a variety of land uses and public transit;
- a range of housing options;
- additional cultural resources, community infrastructure and educational institutions; and
- opportunities for enhancing the public realm.

### SECTION 7 RESPONSE

The proposed amendments support the creation of complete communities and conform with the policies outlined in Section 7. The proposed amendments support a compact, mixed-use development in an area that is well served by existing and future transit service. Expanded residential permissions supports the delivery of a mix of housing typologies and tenures to provide a range of housing options for residents. The proposed amendments also support an enhanced public realm with active transportation routes that connect throughout the Subject Lands and connect to adjacent areas. The proposed amendments have demonstrated the ability to provide space for more jobs than are forecasted for the entire Downtown to 2051 and if appropriate, a portion of those lands could be used for additional amenities that would support a complete community while still exceeding the forecasted job growth.

## 8.0 Create a Multi-Modal City

Section 8 of DCLAP includes policies that pertain to how the Downtown Core will accommodate all modes of transportation and enable the movement of people and vehicles to, from and within the Downtown Core. This includes policies pertaining to higher order transit within an Anchor Hub. The relevant policies include the following:

Policy 8.4.2 An Anchor Hub is designated at the interchange of the Bus Rapid Transit Corridor and the Hurontario Light Rail Corridor. The exact location will be determined through a future study.

Policy 8.4.7 stating that within higher order transit stop areas, the City will require that development applications address Transit Oriented Development (TOD) objectives. These include moderate to high density development, comprised of a mix of uses and designed with an emphasis on the pedestrian experience and opportunities to maximize transit ridership.

### SECTION 8 RESPONSE

The proposed amendments enable the achievement of the policies and objectives that relate to creating a multi-modal city. The proposed amendments will focus office density on blocks with excellent access to existing and planned transit, supporting the likelihood of employees to travel to work by transit. The proposed amendments will also create the potential for mixed-use residential density at the west end of the Rathburn District, increasing the potential number of residents within walking distance of transit. These development concepts would adhere to Transit Oriented Development objectives by increasing density and creating the framework to build a walkable, mixed-used community in close proximity to transit.

## 9.0 Build a Desirable Urban Form

Section 9 of the DCLAP includes a number of subsections detailing built form policies for the Downtown Core. These include policies related to the public realm; buildings and site development (including distinct provisions for 'A' and 'B' Street frontages); residential buildings (including low-rise, mid-rise, and tall building provisions); parking, servicing, and loading; signage, and site development.

Section 9.1 of the DCLAP includes direction pertaining to the creation of a desirable urban form and vibrant communities. It also includes direction on how urban form including the location of streets, mix of uses, a high standard of urban design, streetscape design, and the development and enhancement of a comprehensive public/private system of linkages and open space, including public art will be achieved in the Downtown Core through the following:

- a fine-grain grid network of urban scale land blocks and streets that supports transit and a pedestrian oriented Core;
- the highest standard of design in the public and private realms that establishes a sense of place and civic identity, seamlessly integrating to produce a prominent high quality Downtown Core environment;

- a connected and well-designed urban open space system that provides opportunities for public gathering and passive outdoor recreation;
- well defined skyline elements, views, gateway treatments and landmarks, distinctive character areas, districts and neighbourhoods, open space, high quality landscapes and streetscape treatment, public art and signage; and
- buildings that generate a high degree of animation, enabling active ground floors, vibrant streets and walking.

In addition, Policy 9.2.1.1 states that the Downtown Core will be developed to create a fine grain grid of streets. Policy 9.2.3.1 provides further guidance on street within the Downtown by stating that a hierarchy distinguishes the function and attributes of streets in the Downtown Core. More specific details about streets within the Downtown are included in Policy 9.3.3.1 which states that all existing and new roads categorized as 'A' and/or 'B' Streets and are shown on Schedule 4, Downtown Core A and B Street Frontage of this Area Plan. Policy 9.3.3.6.1 further states that where areas of retail activation have been identified in accordance with Schedule 5, Retail Activation of this Area Plan, main front entrances and lobbies providing access to residential uses above the ground storey will be:

- limited in width;
- located to establish and reinforce patterns of access between blocks of development; and
- positioned so that there is minimal interruption of retail units along the block

### RESPONSE TO SECTION 9

Although no built form is proposed, the proposed amendments maintain the ability for future mixed-use and office development to conform with the built form policies outlined in the Official Plan. The proposed amendments also maintain the potential for development to conform with the planned long term road network and 'A' and 'B' Street frontages within the Rathburn District, as illustrated on Schedules 2 and 4 respectively. More specifically, these amendments would not affect the road network plans outlined in Schedule 2, which include a new east/west 'B' street running through the Rathburn District, north of Rathburn Road West as well as a new north/south 'A/B' street, just west of Centre View Drive. Blocks 11, 13, 15, and 17 are also included within the active retail frontage policies, which mandates that between 50 -75% of the street frontages on certain parts of these blocks must contain retail uses. The specific locations of these retail activation frontages are shown in Schedule 5 in the Downtown Core Local Area Plan. The proposed amendments would maintain the potential for future development to conform with these retail activation frontage policies.

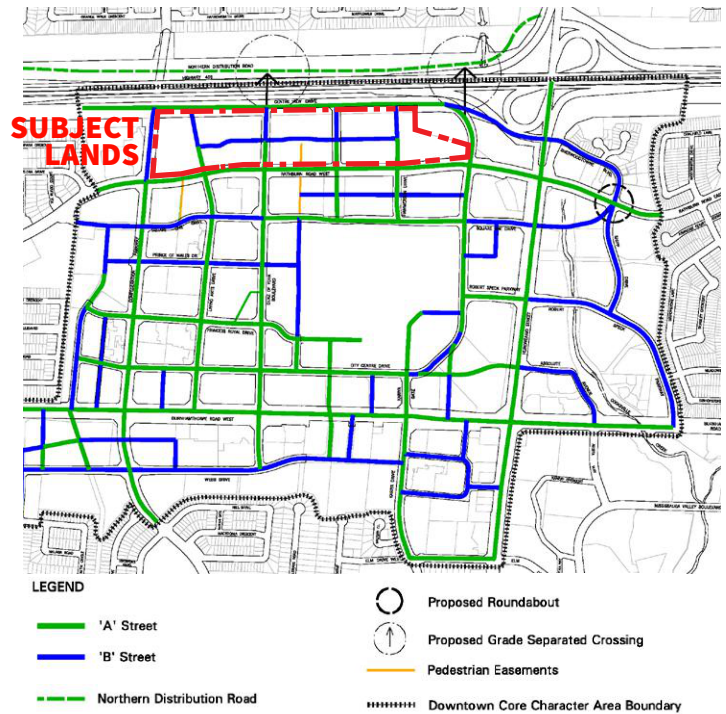


Figure 18. DCLAP Schedule 4 Downtown Core A & B Street Frontage

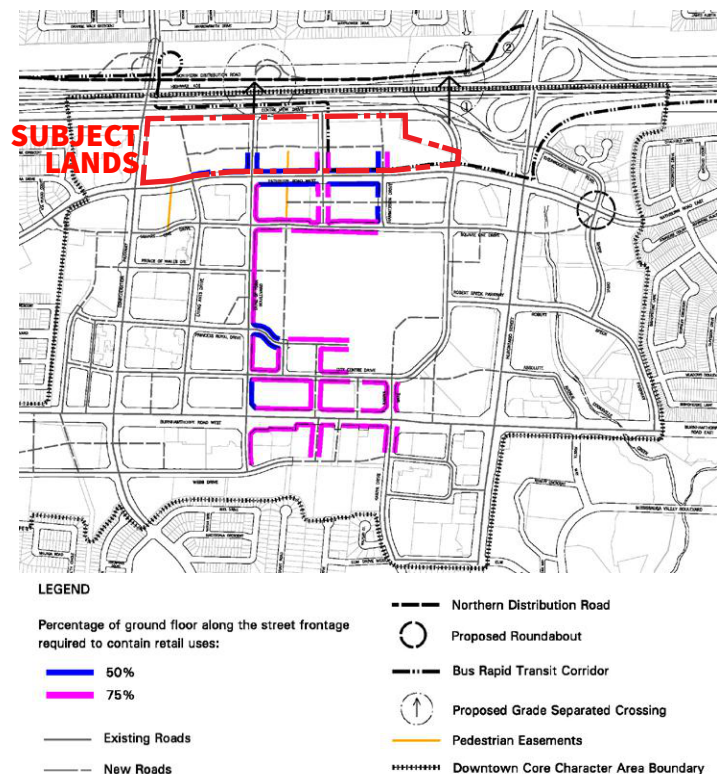


Figure 19. DCLAP Schedule 5 Downtown Core Retail Activation

## 10.0 Foster Strong Economy

Section 10 establishes that the Downtown Core is important to the economy of the City of Mississauga, with the Square One Shopping Centre playing a key economic role. It also indicates that further development of post-secondary education, cultural, entertainment, tourist and business activities including retail and major offices in the Downtown will contribute to the economic success and sustainability of this area. It further provides that higher order transit initiatives will support the development of the downtown as the economic centre of the city. Policies in this section include the following:

Policy 10.1 Mississauga will promote collaboration through public private partnerships to achieve office development, post-secondary educational institutions and higher order transit infrastructure within the downtown.

Policy 10.2 Mississauga will consider a range of planning tools to achieve these objectives.

Policy 10.3 Mississauga will encourage development and other activities that will expand business opportunities and tourism in the region.

## 11.0 Land Use

Section 11 of the DCLAP provides policies for the land use designations in the Downtown Core. As this application is seeking a redesignation of certain blocks to *Downtown Mixed Use* while retaining several blocks under the *Office* designation, the policies relating to those two designations are the most relevant.

Policy 11.1.3.1 provides that lands designated Downtown Mixed Use will permit a wide range of land uses and activities. Policy 11.1.3.3 lists the permitted uses in the *Downtown Mixed Use* designation, which include residential uses such as apartment and townhouse accessory to an apartment, as well as a range of uses that could support employment including: hospital, major office, makerspaces, post-secondary educational facility, secondary office, and accessory commercial uses including retail store, personal service, restaurant and financial institution.

With respect to the *Office* land use designation, two DCLAP policies modify the *Office* policies of the parent Official plan in manners that are relevant to this application. These policies include the following:

Policy 11.1.5.2 Notwithstanding the Office policies of this Plan, the total Gross Floor Area of accessory uses will not be limited [Note: The parent Office designation policies in Section

11.2.7 of the Official Plan establish that “accessory uses” are permitted in that designation, but will be generally limited to 20% of the total Gross Floor Area and should be clearly subordinate to the permitted use].

Policy 11.1.5.3 Notwithstanding the Office policies of this Plan, development adjacent to and the proposed east-west street north of Rathburn Road West, west of City Centre Drive to Living Arts Drive will provide an important linkage in the parks and open space system. Future development along this corridor will be designed to provide a high-quality pedestrian experience along boulevards and through public and privately owned public open space (POPS).

## 12.0 Special Site Policies

Section 12 identifies sites within the Downtown Core that merit special attention and are subject to site specific policies. Map 4 indicates that the majority of the Subject Lands are within Special Site 12. Section 12.12 provides policies relating to Site 12, which include the following:

Policy 12.12.2 Notwithstanding the provisions of this Plan, apartment dwellings will be permitted provided that they are part of:

- a) an office, medical office, hospital, university/college or overnight accommodation development application, or any combination thereof to a maximum of 20% of the total gross floor area.

Policy 12.12.3 The size and configuration of the park on the northeast corner of Rathburn Road West and Living Arts Drive will be determined through the development application process.

### RESPONSE TO SECTION 10,11, 12

The proposed amendments generally conform with the policies outlined in Sections 10, 11, and 12 and support the overall policy direction. The proposed amendments maintain the potential to accommodate all of the forecasted jobs in the Downtown Core to 2051 within an area that is easily accessible via current and future transit infrastructure. In addition, the proposed expansion of the residential and commercial land use permissions on selected blocks and the potential realization of the community infrastructure on other blocks are expected to help set the preconditions for successful major office investment, which has been a slowly emerging market in Downtown Mississauga. Additionally, the proposed amendments would not introduce new uses to be permitted on the Subject Lands, it would merely expand the existing

residential and commercial permissions to enable a more vibrant, mixed-use community to develop in the Downtown Core. While the proposed amendments are seeking the removal of Blocks 9, 10, and 12 from Special Site Area 12, as well as a land use redesignation to *Downtown Mixed Use*, these amendments will not allow new uses to be permitted on these lands but would only allow for the expansion of the land use permissions that currently exist.

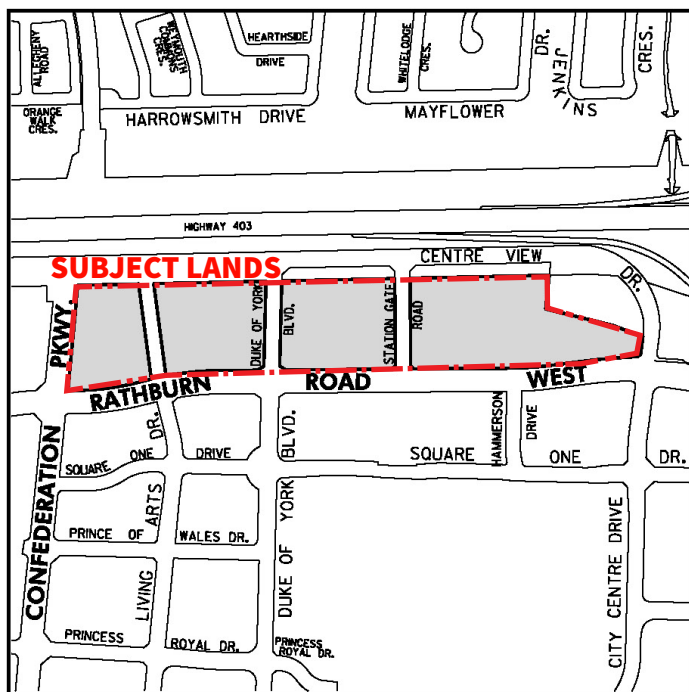


Figure 20. DCLAP Special Site Policy 12 Map

## DOWNTOWN LOCAL AREA PLAN SUMMARY OPINION

The proposed amendments support the overall policy direction and objectives in the DCLAP. In particular, the proposed amendments will:

- Support the transformation of the Downtown Core from a suburban to vibrant urban environment, while maintaining the Rathburn District’s emphasis on office and employment uses.
- Support Mississauga’s growth, by establishing the conditions for new high density, mixed used development to occur within the Rathburn District, supporting the achievement of identified density targets.
- Support the creation of complete communities composed of a compact, mixed-use development with an enhance public realm.
- Maintain *Office* designated lands in the optimal locations for office uses while expanding land use permissions to support and help attract office development. The amendments maintain sufficient area to accommodate more than the forecasted employment growth for the entire Downtown to 2051 and help to create the conditions to support the intended office use.
- Would enable the achievement of policies relating to the creation of a multi-modal city by retaining the *Office* designation on all blocks closest to planned higher order transit. The amendments would also allow for the creation of mixed-used developments on the west end of the Subject Lands, thus aiding in the creation of a transit-oriented community within the Rathburn District.
- Maintain the ability for future developments to conform with the built form policies outlined in the Downtown Core Local Area Plan. Additionally, the proposed amendments maintain the potential for new developments to conform with the planned long term road network of ‘A’ and ‘B’ streets within the Rathburn District.

Overall, the proposed amendments conform with the policies and guiding principles included in the Downtown Local Area Plan. This is especially apparent when it comes to policies relating to intensification, complete communities, public realm improvement, and the co-location of development and transit.

## 4.10 Making Room for the Middle: A Housing Strategy for Mississauga

This housing strategy was created in 2017 to provide insight and strategies into how the city can address the housing crisis and provide solutions to increase housing affordability for residents. The Strategy includes 40 different action items that provide a range of solutions to multiple factors that contribute to the housing affordability crisis in Mississauga. These action items are broken into four key goals which are: remove barriers, close the missing middle gap, champion systems reform, and be accountable. While most of these action items and overarching strategies fall within the City and Provinces jurisdiction, there are several that provide relevant guidance to the proposed OPA. One action item outlined in this strategy is the need to provide a range of housing options to all income groups including middle income households. Another action included in the Housing Strategy is supporting the creation of a more diverse housing stock to accommodate middle income households to ensure that they are not priced out of the city. An additional action item outlined in the Housing Strategy is supporting the implementation of tools such as pre-zoning and inclusionary zoning in location in close proximity to transit in order to enable the creation of family sized affordable housing units.

### RESPONSE TO HOUSING STRATEGY

The proposed redesignation of Oxford Blocks 9, 10, and 12 to *Downtown Mixed Use* will enhance the ability to provide a range and mix of housing options in the Downtown Core. The proposed amendments would also support the delivery of affordable housing. Though Oxford has no current redevelopment plans for Blocks 9, 10, or 12 it is anticipated that future mixed-use development would be subject to municipal affordable housing policies that may be in force when future development applications are submitted. The range in new housing tenure and typology that these amendments would enable, directly supports the objectives outlined in the Housing Strategy.

## 4.11 Inclusionary Zoning (OPA 140 & By-law 1213-2022)

Mississauga City Council adopted Official Plan Amendment 140 and enacted Zoning By-law 0213-2022 on August 10, 2022. The passing of this ZBA and OPA allows for Inclusionary Zoning, which permits the City to require affordable housing units in new development in Protected Major Transit Station Areas. Inclusionary Zoning will come into force and effect on the later of January 1, 2023 or the date when PMTSA policies within the Regional OP are approved by the Minister of Municipal Affairs and Housing . Varying affordability requirements apply to different PMTSAs, with the percentage of affordable housing also increasing annually until to 2025. There are also exemptions from these new inclusionary zoning requirements including for purpose built rental housing projects. This means that new purpose-built rental developments within PMTSAs are not required to provide any affordable housing units. The Subject Lands are located in IZ Area 1 as shown in Figure 1 of the By-law. The applicable inclusionary zoning requirements for the IZ-1 area include the following:

| IZ Area | Type of Affordable Housing Provided                               | Applicable January 1, 2023 to December 31, 2023 | Applicable January 1, 2024 to December 31, 2024 | Applicable as of January 1, 2025 |
|---------|---|---|---|----------------------------------|
| IZ-1    | Affordable ownership housing units for moderate income households | 4%  | 7%  | 10%                              |
| IZ-1    | Affordable rental housing units for moderate-income households    | 2%  | 3.5%  | 5%                               |

### RESPONSE TO INCLUSIONARY ZONING

The proposed amendments would support the future delivery of affordable housing. Though Oxford has no current redevelopment plans for Blocks 9, 10, or 12 within the Rathburn District, future mixed-use development would be subject to municipal affordable housing policies that may be in force when development applications area submitted. If the Inclusionary Zoning policies remain as recently adopted by Mississauga City Council, then the Rathburn District would be subject to the IZ requirements for IZ Area 1.

## 4.12 Zoning By-laws 0225-2007 and 0050-2013

The proposed amendments are governed by Zoning By-law 0225-2007, as amended by Zoning By-law 0050-2013. Zoning By-law 0050-2013 amends regulations of Zoning By-law 0225-2007 for the Downtown Core and was adopted by Council as a tool to implement the Downtown21 Vision and the policies of the Mississauga Official Plan and the Downtown Core Local Area Plan.

Under Zoning By-law 0225-2007, as amended, the Subject Lands are currently zoned as H-CCO, Downtown Core - Office. The uses generally permitted in this zone include office, University/College, recreational space, overnight accommodation, and parking. In addition to these generally permitted uses, section 7.1.4.3.1 list a variety of accessory uses that are also permitted within H-CCO zones which include:

1. Financial Institution;
2. Service Establishment;
3. Repair Establishment;
4. Recreational Establishment;
5. Restaurant;
6. Take-out Restaurant;
7. Retail Store;
8. Entertainment Establishment;
9. Motor Vehicle Rental Facility;
10. Cogeneration Facility;
11. Night club in compliance with Table 2.1.2.2.1 of this By-law;
12. Outdoor patio accessory to a restaurant, take-out restaurant or retail store where the primary function is the sale of food.

In addition to these accessory uses, section 7.4.3.1 states that within the H-CCO zone as part of a development containing an office building, medical office building, hospital, university/college or overnight accommodation uses, or any combination thereof, provided that the gross floor area - apartment zone shall not exceed 20% of the total gross floor area of the development.

The Zoning By-law reflects and adds detail to the A and B street policies and Retail Activation policies in the Downtown Core Local Area Plan. The Zoning By-law regulations and mapping indicate that all blocks within the Subject Lands interface with A and/or B streets and that there are Retail Activation Frontage regulations affecting Blocks 11, 13, 15, and 17.

The holding provision on the H-CCO zoning can be removed by delivering an executed Servicing Agreement and/ or Development Agreement in a form satisfactory to The Corporation of the City of Mississauga and by conveying/ dedicating to the City a right-of-way to be used for a street on 'A' and 'B' Street Frontages identified on the Schedules of this Part of this By-law, where a street currently does not exist.

### RESPONSE TO ZONING BY-LAW 0225-2007 AND 0050-2013

While no development is currently being proposed for the Subject Lands, future development applications for mixed-use development with more than 20% residential GFA would require a Zoning by-law amendment. Otherwise, the proposed amendments are generally consistent with the intent of the Zoning By-law and would maintain the potential to adhere to the A and B Street regulations as well as the Retail Activation regulations.

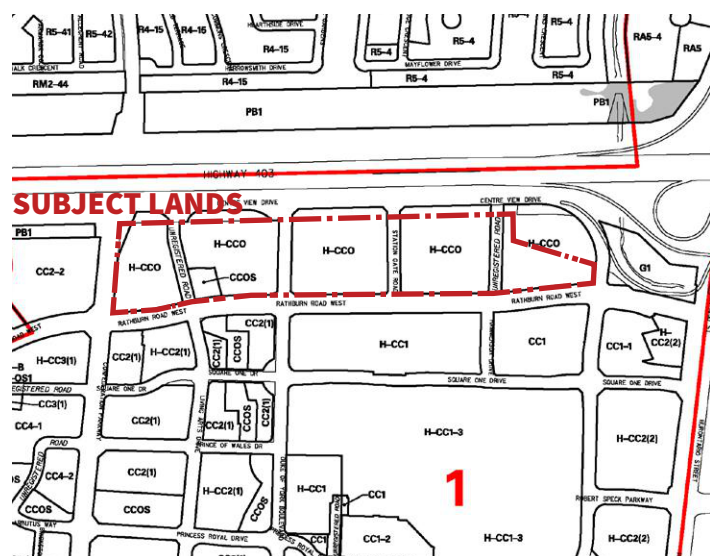


Figure 21. Mississauga Zoning Map 29

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**5.0**

**COMMUNITY  
ENGAGEMENT  
PLAN**



The Subject Lands are located in Mississauga Ward 4 – City Centre. Following the submission of the Official Plan Amendment application, Oxford and Urban Strategies will coordinate with the Planning and Building Department and the Ward 4 Councillor John Kovak regarding potential participation in informal meetings with local residents, ratepayers or businesses. It should be noted that there are no existing residents in the Rathburn District, nor will there be until the completion of the Block 8 development. This would be taken into account when determining the approach to public consultation following the application submission.

Oxford and Urban Strategies will also coordinate the participation and facilitation of at least one statutory public meeting to provide information on the application, as well as other potential meetings based on consultation with City staff and the local Councillor.



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**6.0**

**PLANNING  
SUMMARY &  
CONCLUSION**

# PLANNING SUMMARY AND CONCLUSION

The proposed amendments represent an important step in realizing the urbanization of Downtown Mississauga as a compact, mixed-use, and transit-supportive community. This OPA application proposes to expand existing residential permissions for a portion of the Subject Lands and expand the commercial land use permissions for all of the Subject Lands, without reducing the potential of the Subject Lands to accommodate jobs. In addition to maintaining the job potential of the Subject Lands, the proposed amendments would maintain the potential for significant community infrastructure amenities for both residents and workers.

The current application of the *Office* designation across all of the Subject Lands is intended to secure the potential to locate jobs in the Downtown Core. However, the geographic area set aside for office uses does not correlate to established density targets, population and employment growth forecasts or market conditions. This application demonstrates that all jobs forecasted for the entire Downtown Core to 2051 could be accommodated in a reasonable office build-out scenario on the Subject Lands on just Blocks 11 and 13-18 (not including the park area identified in the Official Plan) and would yield 9,000 more office jobs than the entire Downtown Core 2051 forecast. It is clear that retaining Blocks 9, 10, and 12 as *Office* is not necessary to accommodate forecasted jobs. Further, the over-designation of lands for office development is likely to result in underutilization of large Downtown Core blocks, which is inconsistent with policy objectives relating to optimizing the efficient use of land and infrastructure, promoting Downtown urbanization, supporting transit, providing housing, creating complete communities, and supporting office development.

This report establishes how the proposed amendments have regard to matters of provincial interest as set out in the *Planning Act*; are consistent with the Provincial Policy Statement (2020); conform with the Growth Plan for the Greater Horseshoe (2020) and the Region of Peel Official Plan (2022); and conform with key policy intentions of the Mississauga Official Plan (2012) and the Downtown Core Local Area Plan (2020).

## Supporting Major Office in the Rathburn District

The proposed amendments would maintain the potential for creating a new major office centre within the Rathburn District. The proposed amendments would not limit the future capacity of the Subject Lands to achieve the job density targets and employment forecasts. The application demonstrates that at a conservative development scale, the retained *Office* lands could accommodate 9,000 more office jobs than all of the jobs forecasted to 2051 for the Downtown Core. There is no height or density limit for the Subject Lands, so the job potential of the retained *Office* lands could be significantly greater if a strong office market materialized. The redesignation of Blocks 9, 10 and 12 to *Downtown Mixed Use* would also not necessarily limit potential office jobs, as that designation permits major office and secondary office uses. The proposed amendments also propose a minimum non-residential GFA on the redesignated blocks, ensuring that future development will provide space for a diversity of non-residential uses such as retail, services, office or life science spaces, and institutional functions. The redesignation of Blocks 9, 10, and 12 to *Downtown Mixed Use* could help create a critical mass of residential, commercial, or institutional activity within the Rathburn District. This may help attract new office development concurrent with or in advance of major office development rather than leave those blocks underutilized until the office market emerges.

## Supporting Transit Investments

The proposed amendments support policy directions to align land use planning and transportation planning, to make efficient use of transit investments, and to promote transit-supportive densities and a mix of uses within Urban Growth Centres. The Subject Lands are within the Downtown Mississauga Urban Growth Centre. They are also in the immediate vicinity of existing GO Bus, Mississauga Transitway BRT, and MiWay and Züm bus services via the Square One GO Bus Terminal and City Centre Transit Terminal. They will soon have direct access to the City Centre Hurontario LRT Station. The proposed amendments will allow the underutilized Blocks 9, 10, and 12 to be intensified with a mix of uses within 500 metres of the existing and planned transit services. Moreover, the proposed amendments would deliver transit-supportive density and mixed uses on those blocks sooner than would likely be possible if those sites were retained as *Office* designated lands. At the same time, the proposed amendments would retain the *Office* designation on all blocks directly clustered around existing and planned transit facilities,

assuring that future office investment will take advantage of and support transit. The redesignation of just Blocks 9, 10, and 12 to *Downtown Mixed Use* allows more peripheral blocks to support transit and encourage sustainable travel while the major office market emerges over the next several decades.

## Delivering New Housing

Housing is a priority at all levels of government and there is substantial policy direction encouraging the delivery of a range of housing types, tenures and prices, including affordable ownership and rental dwellings. Planning policies particularly encourage new housing in close proximity to public transit. The proposed amendments directly support these policy objectives. By expanding the residential land use permissions of Blocks 9, 10, and 12 under the *Downtown Mixed-Use* designation, the proposed amendments would substantially increase the number of housing units that could be delivered in the Rathburn District.

The Province has recently assigned the City of Mississauga a housing construction target of 120,000 units by 2031. This target speaks the provincial prioritization of housing delivery, and represents a significant and challenging increase in housing delivery relative to City forecasts over the same time period. To meet this target and address housing need, it will be increasingly important to make available lands that are appropriate for accommodating growth. This includes lands in Urban Growth Centres, near transit, and in urban locations that can provide complete community conditions. Whereas existing Special Site Policies for all of the Subject Lands limit residential uses to a maximum of 20% of the GFA proposed in an application that includes certain types of non-residential development, this proposal would enable the delivery of approximately 4,400 units of housing on Blocks 9, 10, and 12 in the nearer term, without tying that housing delivery to an uncertain office market. In addition, any potential development on these lands could result in the delivery of affordable housing units that may be required under any in-force policies in place at the time of development applications, such as inclusionary zoning.

## Open Space and Amenities

The proposed amendments maintain the potential for new open space and amenities on the Subject Lands. While the proposed amendments would not change the *Office* land use designation on Blocks 11 and 13-18, the amendments maintain the potential to include office and Downtown-supportive amenities in conjunction with office developments or on blocks not required to meet office job growth. As noted above, the retained *Office* blocks on the Subject Lands could accommodate 9,000 more jobs than the forecasted job growth in the Downtown Core to 2051. Open spaces or other amenities are permitted under the *Office* designation, and may help to support the success of the Rathburn District major office node, and distinguish the area from other more suburban office centres.

**In our opinion the proposed amendments are appropriate, represent good land use planning and are in the public interest. We recommend approval of the proposed Official Plan Amendments.**

**URBAN  
STRATEGIES  
INC .**