

PLAN LOGIC CONSULTING INC.
316 Willa Road
Mississauga, Ontario L5G 2G8
tel 647-273-7454

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Sent via email: council@peelregion.ca

Regional Chair and Members of Region of Peel Council
Region of Peel
10 Peel Centre Drive
Brampton, Ontario
L6T 4B9

Dear Mesdames and Sirs:

CITY OF MISSISSAUGA OFFICIAL PLAN AMENDMENTS 142 AND 144 FOR MAJOR TRANSIT STATION AREAS & MISSISSAUGA MUSLIM COMMUNITY CENTRE, 2505 DIXIE ROAD, CITY OF MISSISSAUGA

Plan Logic Consulting Inc are land use planning consultants to the Mississauga Muslim Community Centre who own the lands located at 2505 Dixie Road, Mississauga. This property adjoins the Dixie GO Train Station (Metrolinx) lands to the north, east and south. (See Figure 1 in **Appendix A**). They operate a place of worship along with a food bank for people of all faiths.

City of Mississauga Official Plan Amendment 144 for Major Transit Station Areas would delete the existing policy in Section 9.2.1.8 of the City of Mississauga Official Plan (see **Appendix B**) which reads as follows:

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

This existing policy should be maintained and not deleted from the existing City of Mississauga Official Plan. The A Place to Grow Plan seeks to maximize the number of transit riders close to GO Train Stations, as well as Bus Rapid Transit Stations and this is achieved through taller buildings. The deletion of this policy conflicts with both the intent of existing provincial plans and the New Region of Peel Official Plan which was modified and approved by the Ontario Minister of Municipal Affairs and Housing on November 4, 2022. The Ontario Minister of Municipal Affairs and Housing on November 4, 2022 modified the policy in Section 5.6.19.10 e) of the New Region of Peel Official Plan and directed that the City of Mississauga not include maximum building height limits in its Official Plan for Major Transit Station Areas (see **Appendix C**).

The policy in Section 14.3.4.1 of Official Plan Amendment 142 reads as follows:

“14.3.4.1 Buildings with the greatest heights will be located at the intersection of Dundas Street and Dixie Road as shown on Schedule 11: Protected Major Transit Station Areas.”

However, the Schedule 11 mapping in Official Plan Amendment 144 conflicts with this policy by not permitting the greatest building heights on the 2505 Dixie Road property and the Metrolinx parking lot. For example:

- Schedule 11I applies a maximum building height limit of 28 and 30 storeys to lands located close to the Cooksville GO Train station (see **Appendix D**) which is greater than maximum 25 storey building height limit that Schedule 11g applies to 2505 Dixie Road close to the Dixie GO Train Station (see **Appendix E**); and
- Schedule 11g applies a maximum 25 storey building height limit 600 and 610 Lolita Gardens (see **Appendix E**) whereas Schedule 11g applies the same maximum 25 storey building height limit to 2505 Dixie Road close to the Dixie GO Train Station (see **Appendix E**).

Therefore, the maximum height limits shown on Maps 11g and 11I in Schedule 11 of Official Plan Amendment 144 conflict with the above cited policy in Section 14.3.4.1 of Official Plan Amendment 142 because they do not permit the a building height greater than 25 storeys on the 2505 Dixie Road property and the Metrolinx parking lot. In my September 19, 2022 letter to Region of Peel Council I requested that a maximum 50 storey building height be permitted on the property at 2505 Dixie Road and the Metrolinx parking lot. This requested maximum building height limit (see **Appendix E**) implements and conforms to the policy in Section 14.3.4.1 of City of Mississauga Official Plan Amendment 142. This requested maximum 50 storey height limit also conforms to the Section 9.2.1.8 of the existing City of Mississauga Official Plan (see **Appendix B**) which identifies Major Transit Station Areas as the preferred location for tall buildings. New buildings up to 41 storeys in height are currently proposed on a property fronting onto Matawa Avenue which is also located to the east of the Dixie GO Train station and since the 2505 Dixie Road property is located closer to the Dixie GO Train station greater building heights should be considered for this site.

Section 5.4.16.2 of the Official Plan Amendment 142 reads as follows:

5.4.17 Development will contribute to the creation of a predominantly mid-rise corridor, with maximum building heights of 12 storeys except in key locations where additional heights are permitted, up to a maximum of 25 storeys. Specific height requirements for the corridor are identified in the Major Transit Station Area Section of this Plan.

This policy in Section 5.4.17 of Official Plan Amendment 142 conflicts with the policy in Section 14.3.4.1 of Official Plan Amendment 142 because building heights ranging from 28 to 30 storeys in height are permitted close to the Cooksville GO Train Station. This proposed policy is conflicts with the Ontario Minister of Municipal Affairs and Housing's November 4, 2022 decision with respect to the new Region of Peel Official Plan and directed that the City of Mississauga to not include maximum building height limits in its Official Plan for Major Transit Station Areas (see **Appendix C**).

We request Region of Peel Council to direct the Regional Planning staff to modify City of Mississauga Official Plan Amendment 144 as follows:

- revise Schedule 11g to apply a maximum building height of 50 storeys to the 2505 Dixie Road site and the adjoining Metrolinx property; and
- to remove the portion of this Official Plan Amendment 144 that would delete the existing policy in Section 9.2.1.8 of the City of Mississauga existing Official Plan.

We request Region of Peel Council to direct the Regional Planning staff to modify City of Mississauga Official Plan Amendment 142 by deleting the proposed policy for Section 5.4.17 and deleting the word “protected” in Section 14.3.4.1.

Thank you in advance for considering our submission.

Yours truly,

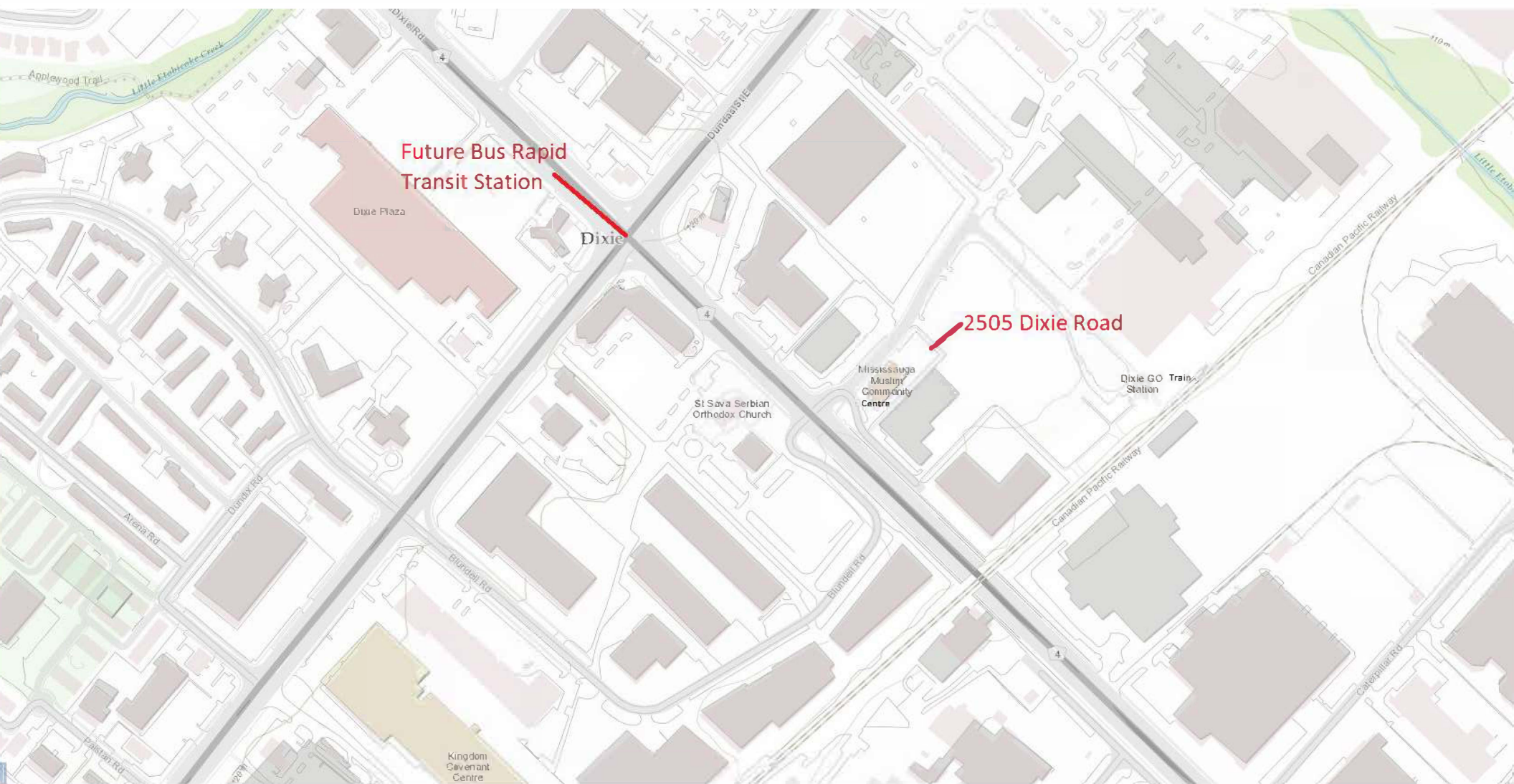
PLAN LOGIC CONSULTING INC.



John Lohmus RPP, MCIP

cc. Ontario Minister of Municipal Affairs and Housing Mr. Stephen Clark

Appendix A



Appendix B

9.2.1.3 Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.

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.

9.2.1.5 Small land parcels should be assembled to create efficient development parcels.

9.2.1.6 Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances.

9.2.1.7 Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands.

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

9.2.1.9 Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.

9.2.1.10 Appropriate height and built form transitions will be required between sites and their surrounding areas.

9.2.1.11 **Tall buildings** will be sited and designed to enhance an area's skyline.

9.2.1.12 **Tall buildings** will be sited to preserve, reinforce and define view corridors.

9.2.1.13 **Tall buildings** will be appropriately spaced to provide privacy and permit light and sky views.

9.2.1.14 In appropriate locations, **tall buildings** will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.

9.2.1.15 **Tall buildings** will address pedestrian scale through building articulation, massing and materials.

9.2.1.16 **Tall buildings** will minimize adverse microclimatic impacts on the public realm and private amenity areas.

9.2.1.17 Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.

9.2.1.18 Existing large blocks will be reconfigured to incorporate a fine-grained block structure with public roads and on-street parking to support at grade uses.

9.2.1.19 The public realm and the development interface with the public realm will be held to the highest design standards.

9.2.1.20 Mississauga will develop identifiable civic buildings, structures, and spaces as community and city focal points.

9.2.1.21 Development will contribute to pedestrian oriented **streetscapes** and have an urban built form that is attractive, compact and transit supportive.

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

9.2.1.23 Active uses will be required on principal streets with direct access to the public sidewalk.

9.2.1.24 Development will face the street.

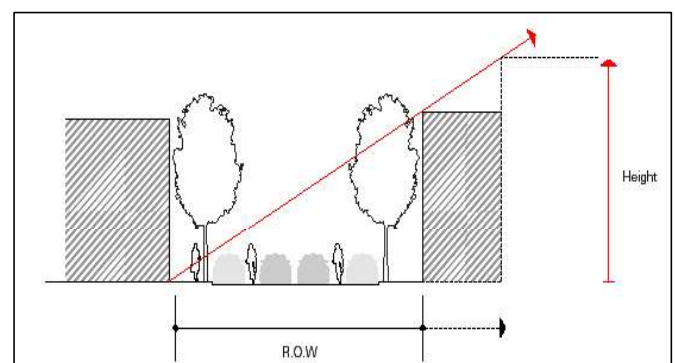


Figure 9-8: On wider streets, taller buildings may be required to provide appropriate street enclosure.

Appendix C

6. Policy 5.4.18.16 is modified so that it reads:

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*.

7. Policy 5.6.16 is modified so that it reads:

~~Encourage~~**Require** the local municipalities to **plan for and** develop employment and industrial uses near and adjacent to *major goods movement facilities and corridors*, including highways, rail facilities, airports, haul routes, and major truck terminals, **and use major facilities to serve as a transition buffer with sensitive uses.**

8. Policy 5.6.17.9 e) is modified so that it reads:

~~considers~~**addresses** land use compatibility, in accordance with the requirements of **PPS and** provincial standards, guidelines and procedures. **No sensitive land uses shall be permitted within Strategic Growth Areas, unless the PPS land use compatibility policies have been satisfied, including reviewing alternative locations;**

9. 5.6.19.10 a) is modified so that it reads:

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;~~

10. Policy 5.6.19.10 e) is modified so that it reads:

the minimum height for land uses within the *Major Transit Station Area*, ~~maximum heights may be established at the discretion of the local municipality;~~

11. Policy 5.6.19.10 h) is modified so that it reads:

land use compatibility and the separation or mitigation of *sensitive land uses* in accordance with **requirements of the PPS and** provincial guidelines, standards, and procedures. **This shall include an assessment of the need for proposed sensitive land uses and alternative locations in the municipality;**

12. Policy 5.6.19.10 n) is modified so that it reads:

land use in *Major Transit Station Areas* that overlap with *Employment Areas* which are identified on Schedule E-4, **within an Area of Influence of major goods movement facilities and corridors,** and subject to Policy 5.8.36;

13. Policy 5.6.19.10 p) is modified so that it reads:

alternative development standards to support development within all *Major Transit Station Areas*, such as reduced parking standards **and built forms.**

Appendix D

SCHEDULE 11I (HURONTARIO LRT - COOKSVILLE GO , DUNDAS, QUEENSWAY, NORTH SERVICE)

[illegible]

 Height Not Applicable

* Variations in building height are subject to the policies of the Local Area Plan/Character Area

Produced by Geospatial Solutions

Appendix E

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11g

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

