

Amendment No. 142
to
Mississauga Official Plan

By-law No. 0216-2022

A by-law to Adopt Mississauga Official Plan Amendment No. 142

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

AND WHEREAS, in accordance with the provisions of subsection 16(16) of the *Planning Act*, as amended, the official plan of an upper-tier municipality may require official plans of the lower-tier municipality to include policies with respect to the authorized uses of land and of buildings or structures in a protected major transit station area;

AND WHEREAS, the approval of Amendment No. 142 to Mississauga Official Plan ("MOPA No. 142") is required from the Regional Municipality of Peel, as the criteria to exempt MOPA No. 142 from the Region of Peel's approval are not met;

AND WHEREAS, in the event of a conflict between the policies of the Region of Peel Official Plan as adopted by Region of Peel By-law 20-2022 and MOPA No. 142, the Region of Peel Official Plan will prevail to the extent of the conflict but in all other respects MOPA No. 142 will remain in effect;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding changes and mapping modifications to implement protected major transit station area policies within the Dundas Corridor;

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

1. The document attached hereto, constituting Amendment No. 142 to Mississauga Official Plan, is hereby adopted.
2. That the Clerk is hereby directed to submit Amendment No. 142 to the Mississauga Official Plan to the Regional Municipality of Peel for approval.

Appendix II

City of Mississauga Major Transit Station Area Official Plan Amendments
142, 143, 144, and 146: Regional Staff Review and Recommendations

3. The policies of Amendment No. 142 provide that that they will not come into force and effect until the Region of Peel Official Plan adopted by By-law 20-2022 is approved by the Minister of Municipal Affairs and Housing, and Amendment No. 144 to Mississauga Official Plan is in force and effect.

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

Signed Bonnie Crombie
MAYOR

Signed W. P. Brown
CLERK

Amendment No. 142

to

Mississauga Official Plan

The following text and Maps "A1" to "A3", and "B1 to "B9" attached constitute Amendment No. 142.

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

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

Appendix II is a copy of the Planning and Building Department report dated July 15, 2022, pertaining to this Amendment.

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

PURPOSE

The purpose of this Amendment is to add policies pertaining to lands along the Dundas Street Corridor that are located within 16 protected Major Transit Station Areas identified by the Region of Peel.

LOCATION

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

BASIS

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

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

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

1. The proposed Amendment supports the Dundas Connects Master Plan to create transit-supportive development along the Dundas Street Corridor to achieve a complete community.
2. The proposed Amendment implements key guiding principles that promote a strong and sustainable diversified economy; provides a range of mobility options; plans for housing, jobs and community infrastructure resources; and supports the creation of a distinct, vibrant, and complete community.
3. The proposed Amendment permits redevelopment of the subject lands as an intensification area or strategic growth area where growth is directed and planned for as a complete community including a mix of housing, retail, office, culture, institutional and community uses.
4. The policies include appropriate heights and land uses that will meet the required minimum densities for protected Major Transit Station Areas and supports mixed use transit-supportive development.

This Amendment implements policies in accordance with the *Planning Act* for protected major transit station areas within the Dundas Street Corridor, identified with a text box around the Policy.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 5.4 Corridors, of Mississauga Official Plan, is hereby amended by adding after the last sentence of Policy 5.4.16 the following:

Policies shown in a text box are Protected **Major Transit Station Area** policies in accordance with the *Planning Act*. The Protected **Major Transit Station Area** policies of this section will not come into force and effect until the **Major Transit Station Area** policies of the Region of Peel Official Plan adopted by Region of Peel By-law 20-2022 is approved by the Minister of Municipal Affairs and Housing, and Mississauga Official Plan Amendment No. 144 is in force and effect.

In the event of a conflict between the policies of the Region of Peel Official Plan as adopted by Region of Peel By-law 20-2022 and the policies of Mississauga Official Plan Amendment No. 142, the Region of Peel Official Plan policies will prevail to the extent of the conflict, but in all other respects Mississauga Official Plan Amendment No. 142 will remain in effect.

2. Section 5.4, Corridors, of Mississauga Official Plan, is hereby amended by adding Policy 5.4.17 with a text box 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.

3. Section 11.1, Introduction, of Mississauga Official Plan is hereby amended by adding the following after the last paragraph:

Policies shown in a text box are protected **Major Transit Station Area** policies in accordance with the *Planning Act*. The protected **Major Transit Station Area** policies of this section will not come into force and effect until the **Major Transit Station Area** policies of the Region of Peel Official Plan adopted by Region of Peel By-law 20-2022 is approved by the Minister of Municipal Affairs and Housing, and Mississauga Official Plan Amendment No. 144 is in force and effect.

In the event of a conflict between the policies of the Region of Peel Official Plan as adopted by Region of Peel By-law 20-2022 and the policies of Mississauga Official Plan Amendment No. 142, the Region of Peel Official Plan policies will prevail to the extent of the conflict, but in all other respects Mississauga Official Plan Amendment No. 142 will remain in effect.

4. Section 11.2, General Land Use, of Mississauga Official Plan, is hereby amended by adding Section 11.2.7 with a text box as follows and renumbering Sections 11.2.7 to 11.2.14 as 11.2.7 to 11.2.15:

11.2.7 Mixed Use Limited

11.2.7.1 Lands designated Mixed Use Limited will permit all uses within the Mixed Use Designation, except:

- a. sensitive land uses, including residential; and
- b. drive-through facilities.

11.2.7.2 The following additional uses will be permitted:

- a. banquet hall;
- b. media broadcast and communication facilities;
- c. commercial school, except for a truck driving school;
- d. conference centre; and
- e. entertainment, recreation and sports facilities.

11.2.7.3 Notwithstanding the policies of this Plan, existing drive-through facilities will be permitted as they existed on the day these policies come into effect.

11.2.7.4 Residential uses and other sensitive land uses may be permitted without amendment to this Plan where the use:

- a. is appropriate in accordance with the policies of this Plan;
- b. can be appropriately designed, buffered and/or separated from Employment Areas and/or major facilities;
- c. is not impacted by adverse effects from air, vibration, noise, dust, odour and other fugitive emissions;
- d. does not pose a risk to public health and safety;
- e. prevents or mitigates negative impacts and minimizes the risk of complaints;
- f. has regard for City land requirements relating to hazard land identified through flood mitigation studies;
- g. does not compromise the ability of existing nearby employment uses to comply with environmental approvals, registrations, legislations, regulations and guidelines; and
- h. permits Employment Areas to be developed for their intended purpose.

11.2.7.5 The introduction of sensitive land uses, such as residential, should not negatively impact the continued viability of existing nearby businesses and industries.

11.2.7.6 Development on lands within a floodplain, will not be permitted prior to the completion of City-initiated flood studies and the construction of recommended mitigation measures where necessary.

11.2.7.7 A holding provision may be placed on lands where the ultimate desired use of the lands is specified but development cannot proceed until conditions set out in this Plan, or in an implementing by-law, are satisfied.

11.2.7.8 Conditions to be met prior to the removal of a holding provision, include but are not limited to the following:

- a. acceptance of compatibility assessments, as identified by the City;
- b. acceptance of flood mitigation recommendations; and
- c. all flood remedial works are complete and deemed functional to the satisfaction of the City, Conservation Authority, the Province and other regulatory bodies.

5. Section 14.1, Introduction, of Mississauga Official Plan is hereby amended by adding the following to the last paragraph:

Policies shown in a text box are protected **Major Transit Station Area** policies in accordance with the *Planning Act*. The protected **Major Transit Station Area** policies of this section will not come into force and effect until the **Major Transit Station Area** policies of the Region of Peel Official Plan adopted by Region of Peel By-law 20-2022 is approved by the Minister of Municipal Affairs and Housing, and Mississauga Official Plan Amendment No. 144 is in force and effect.

In the event of a conflict between the policies of the Region of Peel Official Plan as adopted by Region of Peel By-law 20-2022 and the policies of Mississauga Official Plan Amendment No. 142, the Region of Peel Official Plan policies will prevail to the extent of the conflict, but in all other respects Mississauga Official Plan Amendment No. 142 will remain in effect.

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

14.3.3 Land Use

14.3.3.1 The Community Node will be developed as a mixed use community with a balanced range of residential and non-residential uses.

14.3.3.2 Development with a mix of uses will be provided along Dundas Street and Dixie Road.

14.3.3.3 Development within the Regional Storm floodplain will be restricted pending the completion of City-initiated flood studies and the construction of any required mitigation measures. Holding provisions will be applied until the completion of these studies and the construction of any required mitigation measures prior to development.

14.3.3.4 Conditions to be met prior to the removal of a holding provision set out in 14.3.3.3, include but are not limited to the following:

- a. acceptance of compatibility assessments, as identified by the City;
- b. acceptance of flood mitigation recommendations; and
- c. all flood remedial works are complete and deemed functional to the satisfaction of the City, conservation authority, the Province and other regulatory bodies.

14.3.3.5 Development adjacent to Dundas Street or Dixie Road will include non-residential uses on the ground floor.

14.3.3.6 New sensitive land uses, such as residential uses, in proximity to employment uses will be subject to required land use compatibility assessments to determine suitability.

14.3.4 Heights

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

7. Schedule 2, Intensification Areas, of Mississauga Official Plan, is hereby amended by changing the Dixie-Dundas Community Node Character Area boundary and Intensification Corridor boundaries as shown on Maps "A1", "A2" and "A3" of this amendment.
8. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designations of the subject lands from Mixed Use to Mixed Use Limited as shown on Map "B1".

9. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designations of the subject lands from Mixed Use to Mixed Use Limited and from Convenience Commercial and Motor Vehicle Commercial to Mixed Use as shown on Map "B2".
10. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designations of the subject lands from Residential Low Density I to Mixed Use, from Mixed Use to Mixed Use Limited, and from Convenience Commercial and Motor Vehicle Commercial to Mixed Use as shown on Map "B3".
11. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designations of the subject lands from Mixed Use to Mixed Use Limited, and from Residential High Density, Convenience Commercial and Motor Vehicle Commercial to Mixed Use as shown on Map "B4".
12. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designations of the subject lands from Mixed Use to Mixed Use Limited, and from Residential High Density and Motor Vehicle Commercial to Mixed Use as shown on Map "B5".
13. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designations of the subject lands from Office and Motor Vehicle Commercial to Mixed Use as shown on Map "B6".
14. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designations of the subject lands from Mixed Use and Business Employment to Mixed Use Limited, and from Residential High Density, Office, and Motor Vehicle Commercial to Mixed Use as shown on Map "B7".
15. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designations of the subject lands from Mixed Use to Mixed Use Limited, and from Motor Vehicle Commercial to Mixed Use as shown on Map "B8".
16. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designations of the subject lands from Mixed Use to Mixed Use Limited, and from Residential High Density, Residential Medium Density, and Residential Low Density II to Mixed Use as shown on Map "B9".

IMPLEMENTATION

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

The provisions of this Amendment shall not come into force and effect until the Major Transit Station Area policies of the Region of Peel Official Plan adopted by By-law 20-2022 is approved by the Minister of Municipal Affairs and Housing, and Mississauga Official Plan Amendment No. 144 is in force and effect.

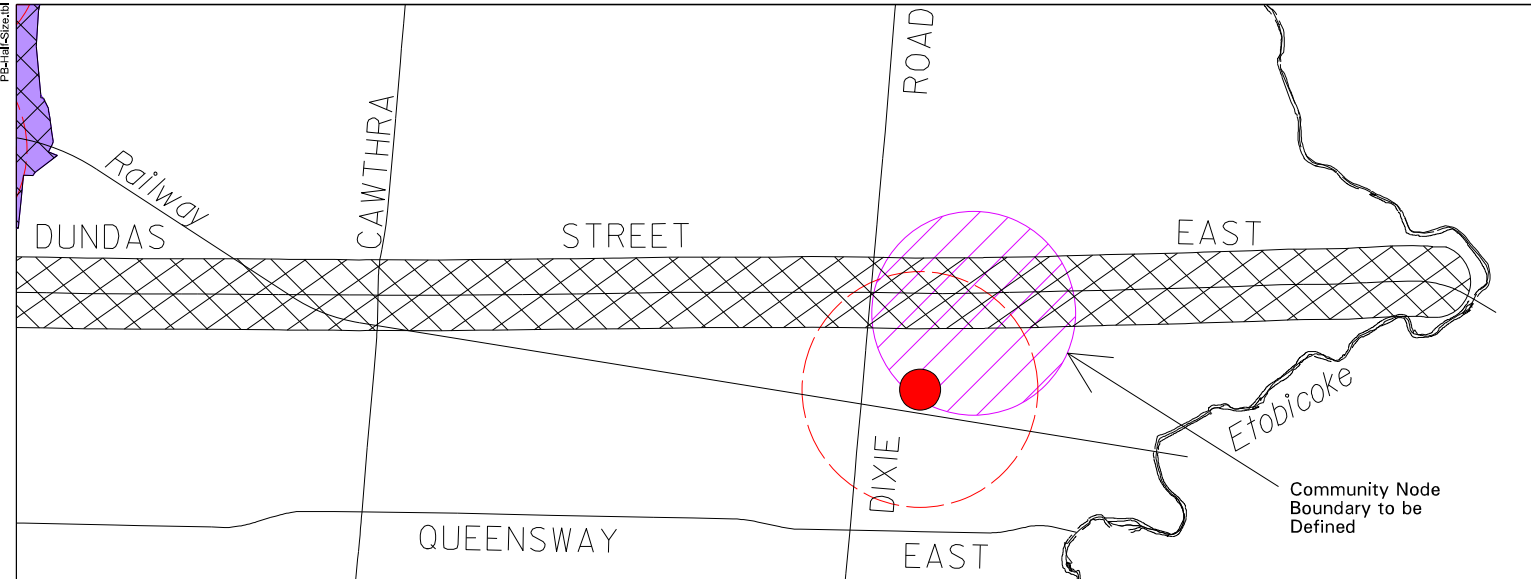
This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan, dated October 21, 2021.

INTERPRETATION

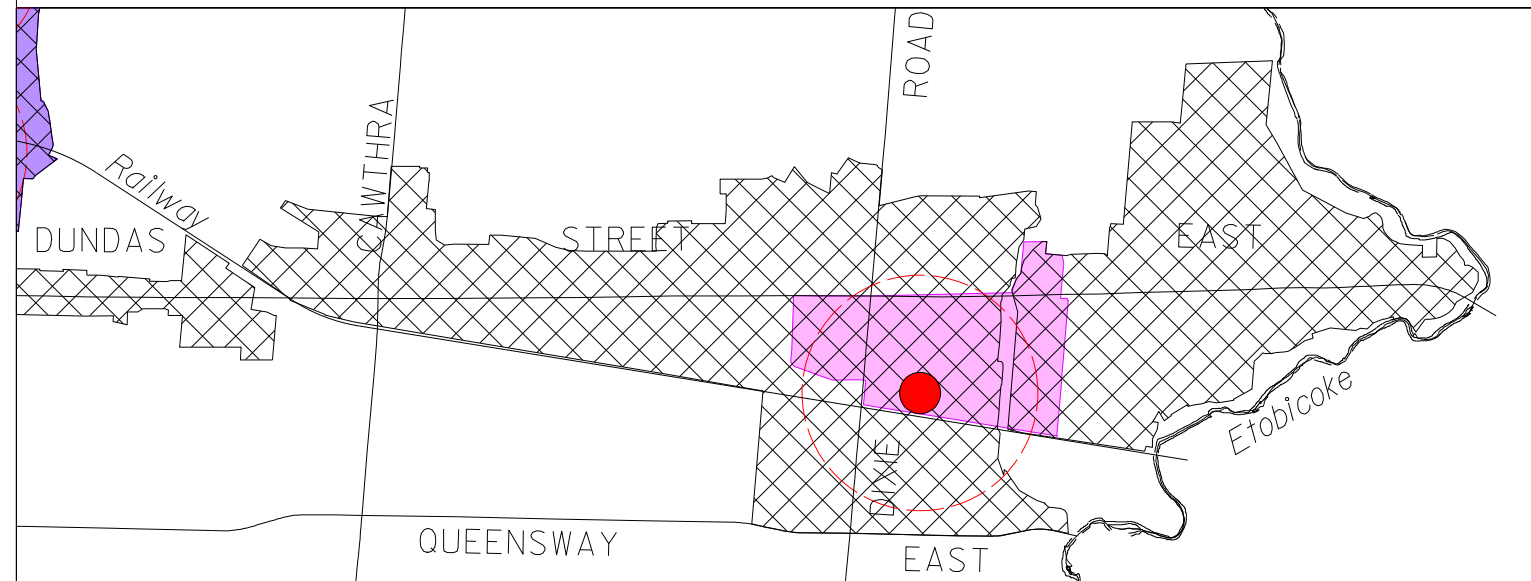
The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

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

<http://teamsites.mississauga.ca/sites/18/MOPA/CD.04-DUN.MOPA 142.MTSA.bah.fs.docx>



EXISTING



PROPOSED

LEGEND

- Downtown
- Major Node
- Community Node
- Corporate Centre
- Intensification Corridor
- Major Transit Station Area with 500m radius circle

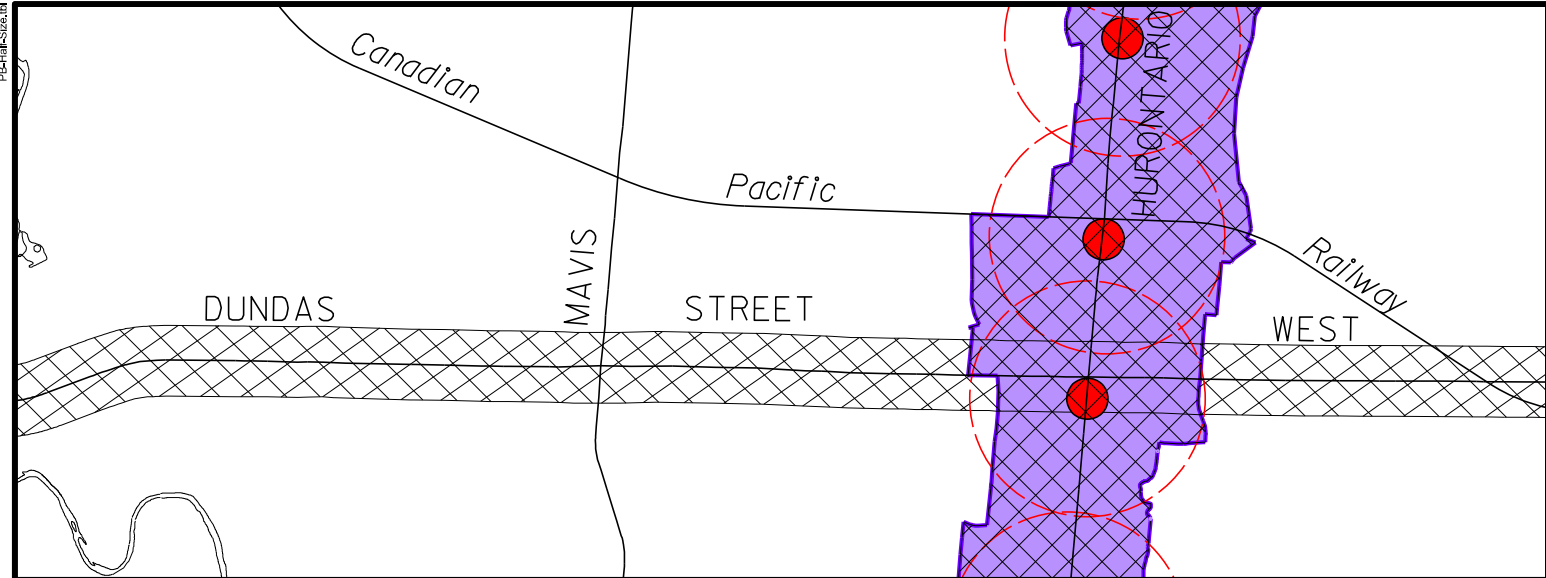
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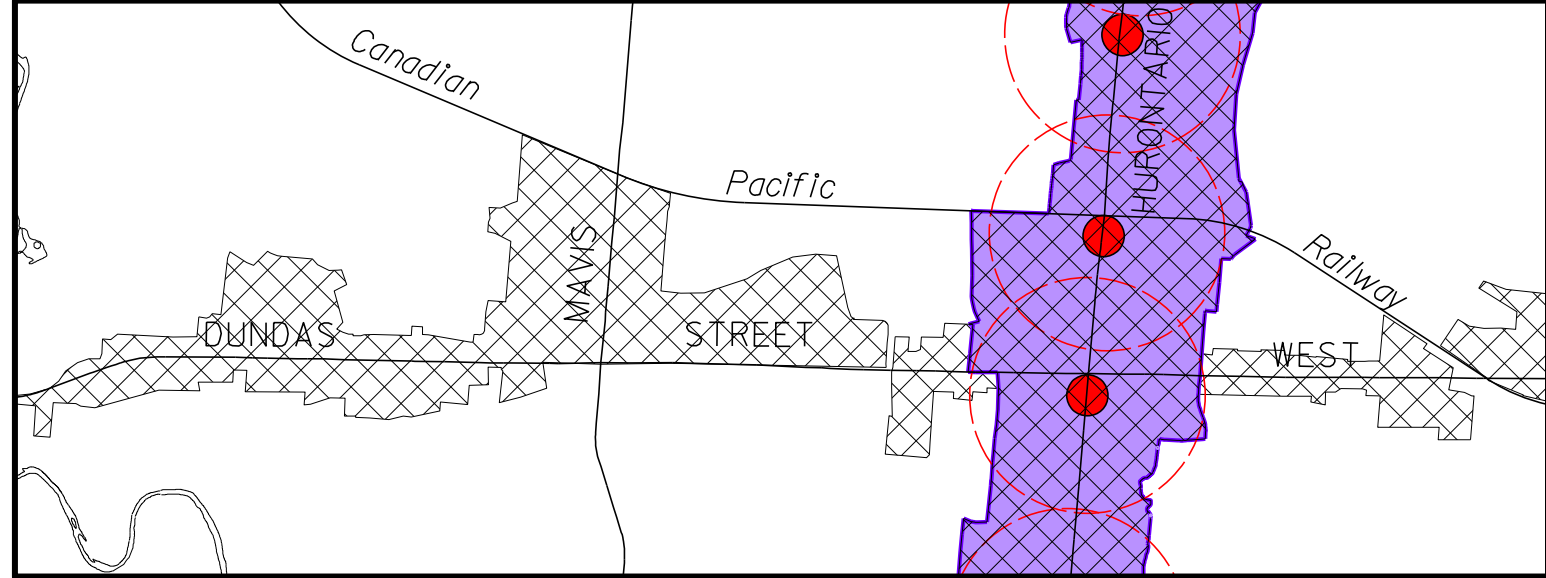
MAP 'A1'
 Part of Schedule 2
 Intensification Areas
 of Mississauga Official Plan



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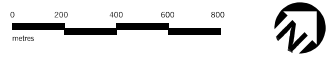


PROPOSED

LEGEND

- Downtown
- Major Node
- Community Node
- Corporate Centre
- Intensification Corridor
- Major Transit Station Area with 500m radius circle

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

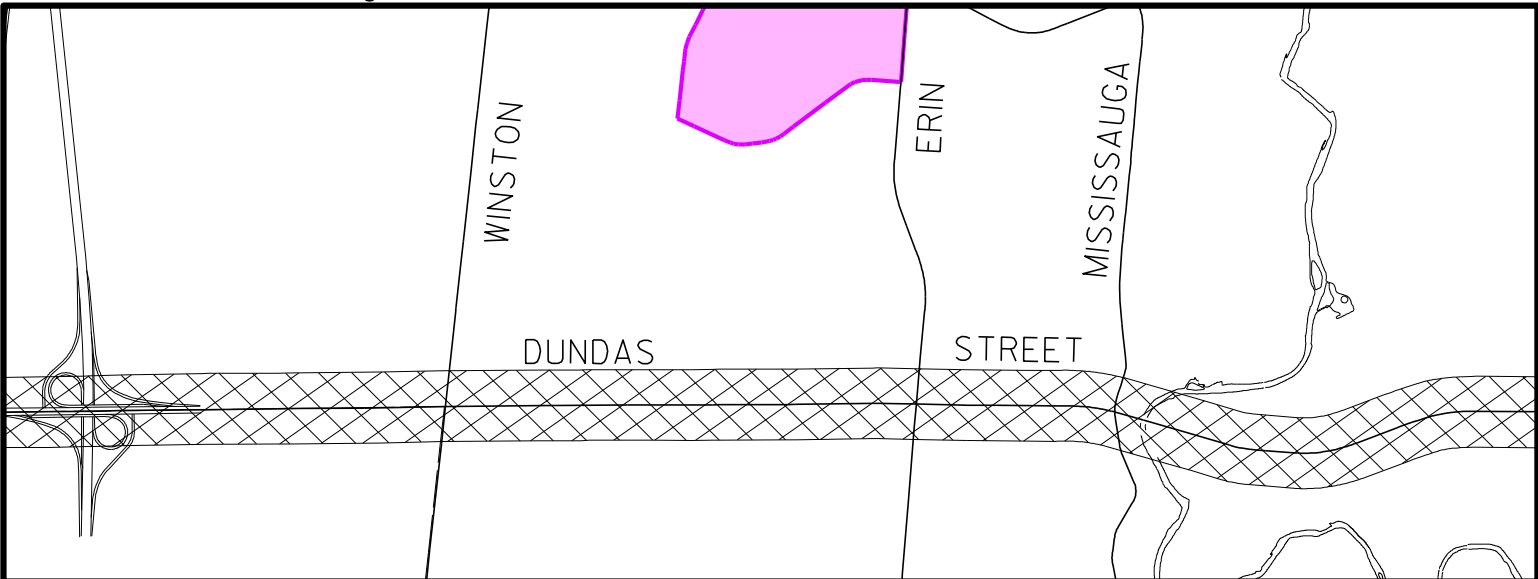


MAP 'A2'
Part of Schedule 2
Intensification Areas
of Mississauga Official Plan

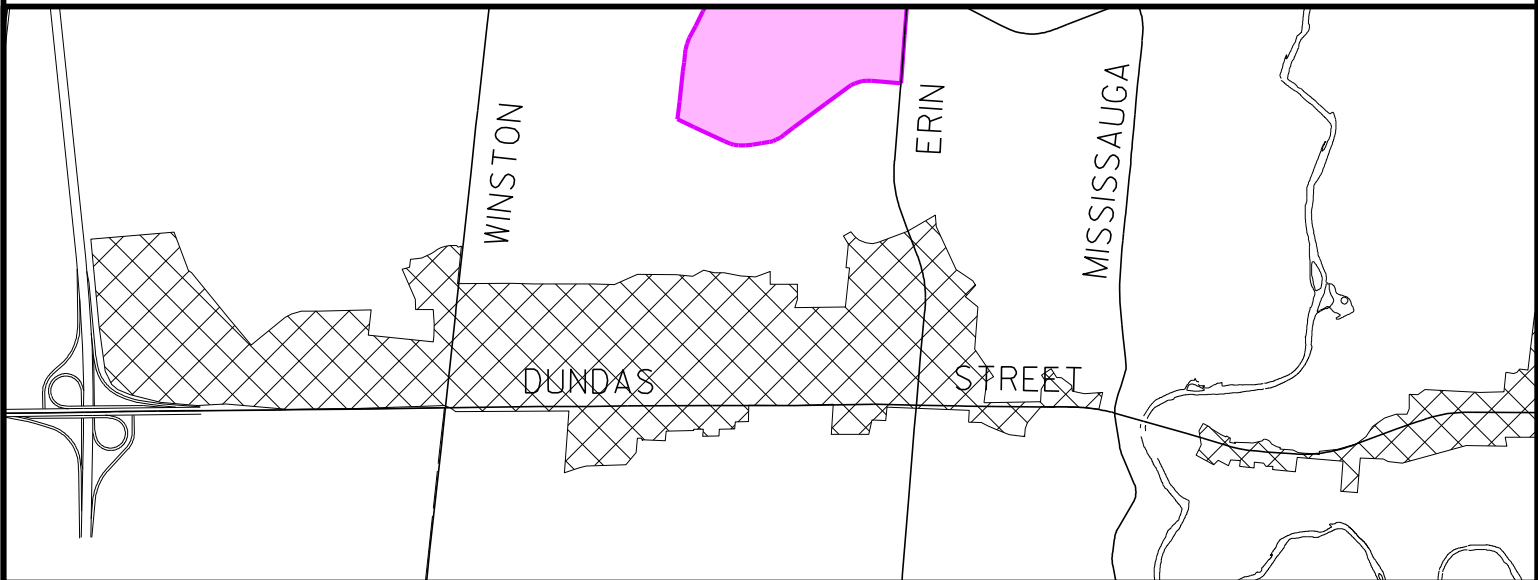


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EXISTING



PROPOSED

LEGEND

-  Downtown
-  Major Node
-  Community Node
-  Corporate Centre
-  Intensification Corridor
-  Major Transit Station Area with 500m radius circle

Note:

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



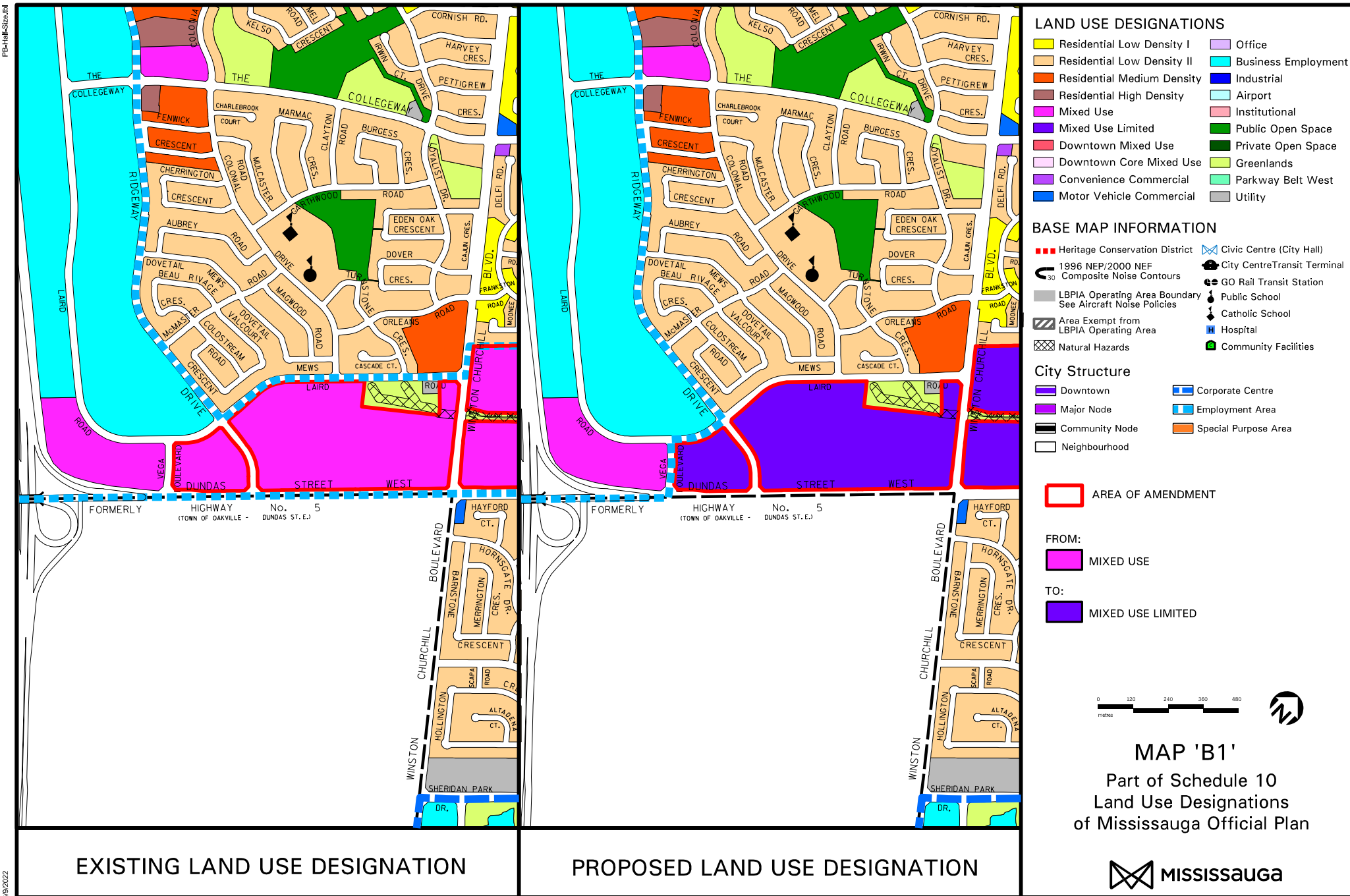
MAP 'A3'

Part of Schedule 2
 Intensification Areas
 of Mississauga Official Plan



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City of Mississauga Major Transit Station Area Official Plan Amendments
142, 143, 144, and 146: Regional Staff Review and Recommendations

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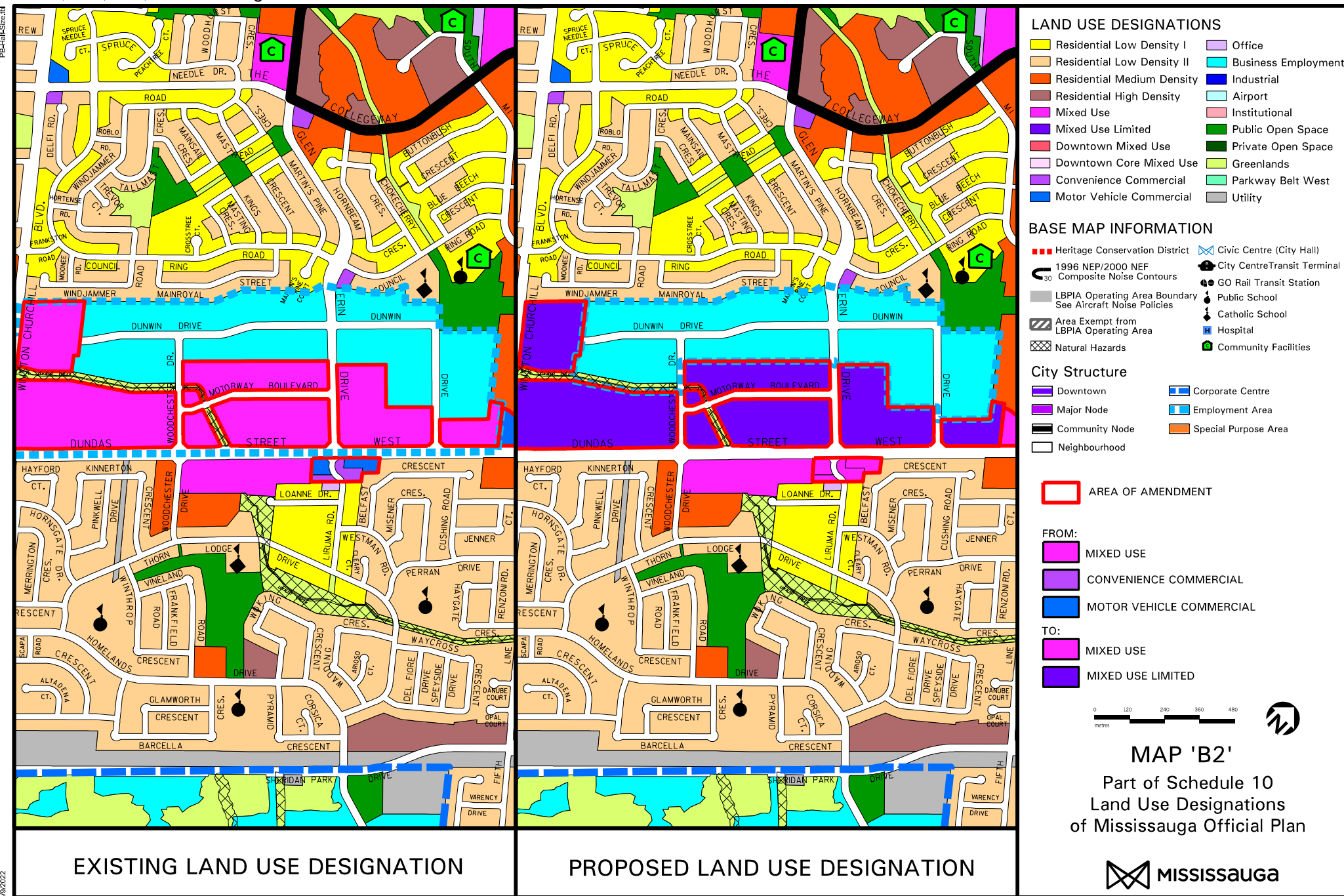
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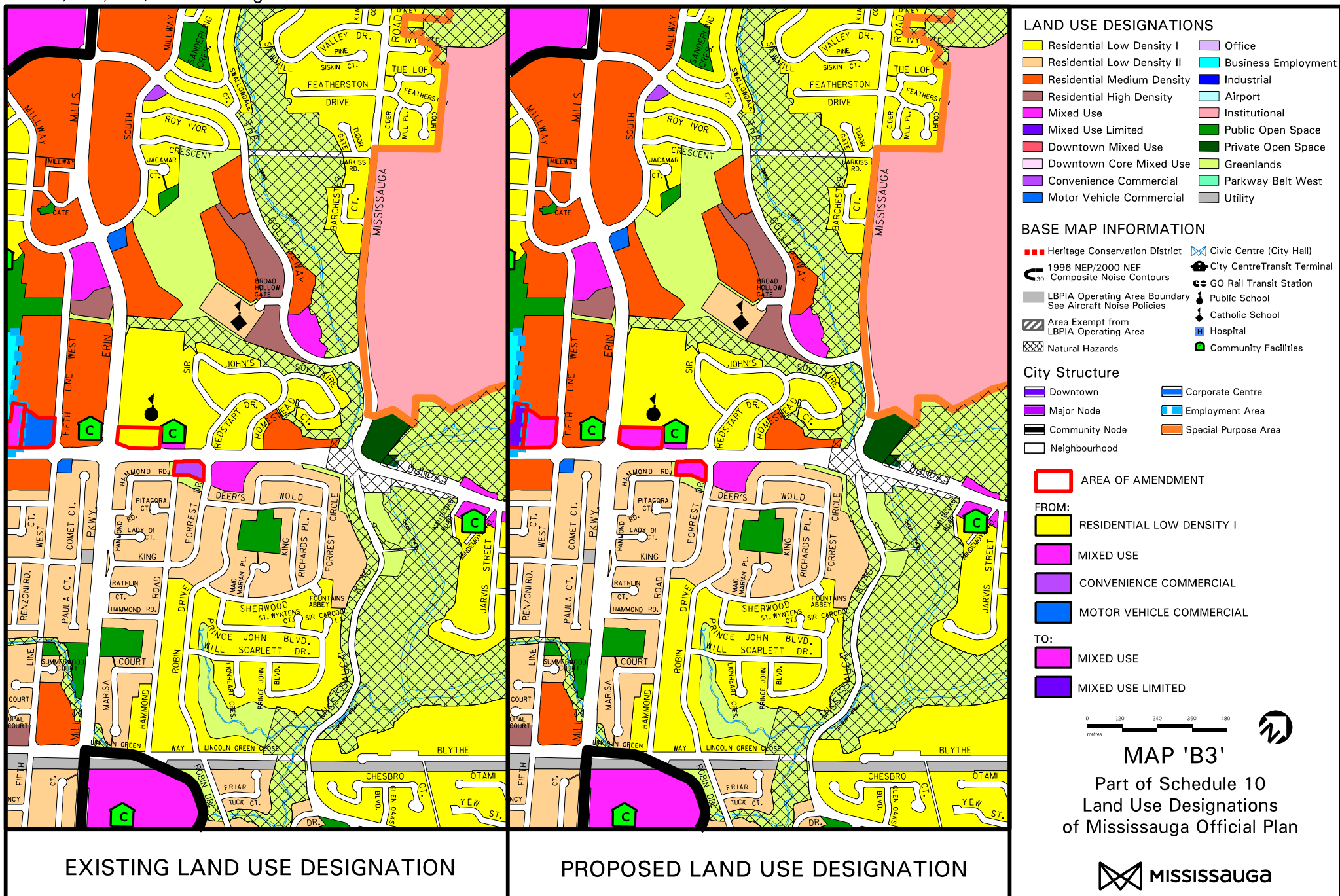
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EXISTING LAND USE DESIGNATION

PROPOSED LAND USE DESIGNATION

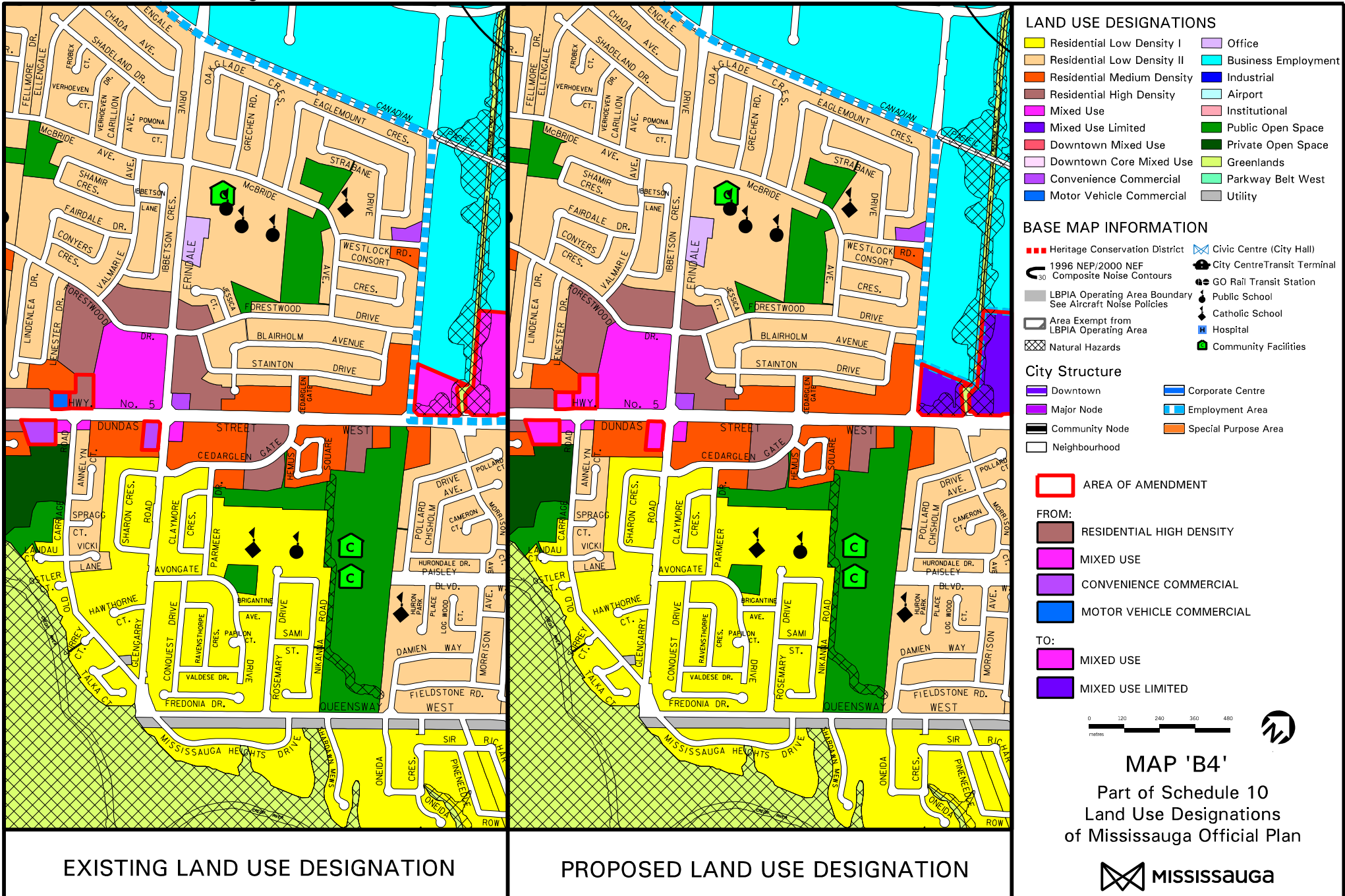
Appendix II
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EXISTING LAND USE DESIGNATION

PROPOSED LAND USE DESIGNATION

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EXISTING LAND USE DESIGNATION

PROPOSED LAND USE DESIGNATION

LAND USE DESIGNATIONS

- | | |
|----------------------------|---------------------|
| Residential Low Density I | Office |
| Residential Low Density II | Business Employment |
| Residential Medium Density | Industrial |
| Residential High Density | Airport |
| Mixed Use | Institutional |
| Mixed Use Limited | Public Open Space |
| Downtown Mixed Use | Private Open Space |
| Downtown Core Mixed Use | Greenlands |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |

BASE MAP INFORMATION

- Heritage Conservation District
- Civic Centre (City Hall)
- 1996 NEP/2000 NEF Composite Noise Contours
- City Centre Transit Terminal
- LBPIA Operating Area Boundary See Aircraft Noise Policies
- GO Rail Transit Station
- Area Exempt from LBPIA Operating Area
- Public School
- Catholic School
- Hospital
- Community Facilities
- Natural Hazards

City Structure

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

AREA OF AMENDMENT

- FROM:
- RESIDENTIAL HIGH DENSITY
 - MIXED USE
 - MOTOR VEHICLE COMMERCIAL
- TO:
- MIXED USE
 - MIXED USE LIMITED

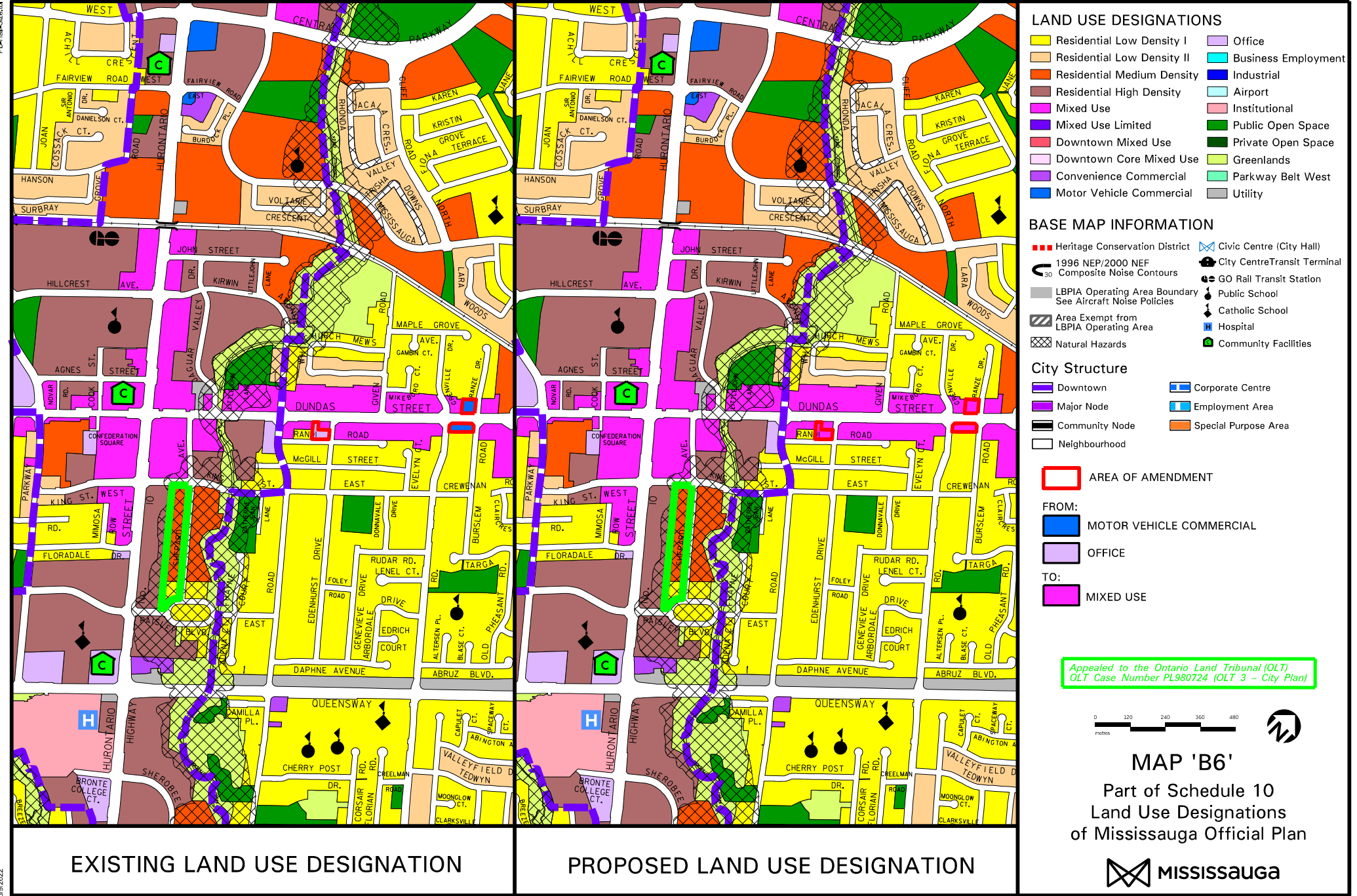


MAP 'B5'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan



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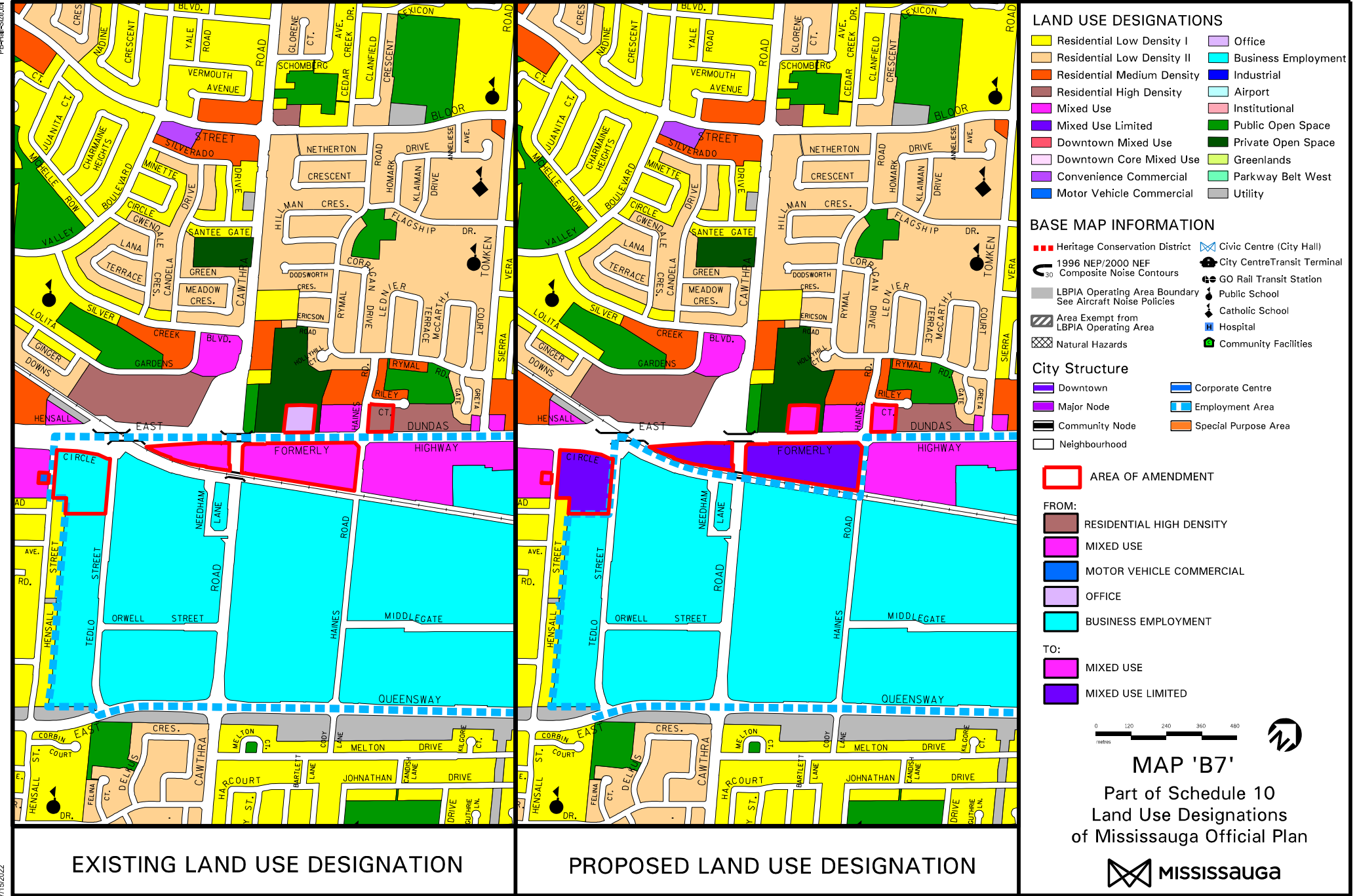


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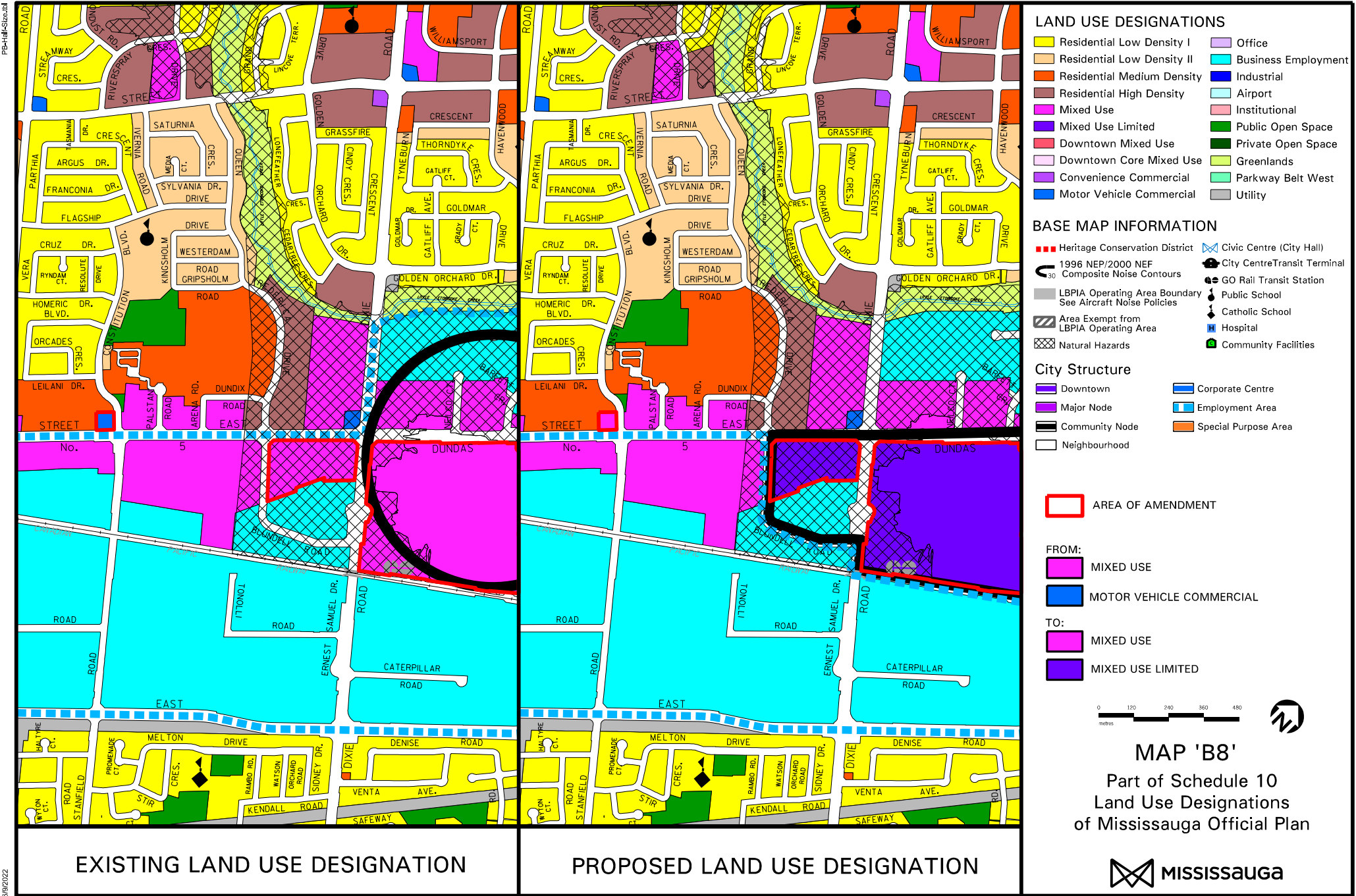


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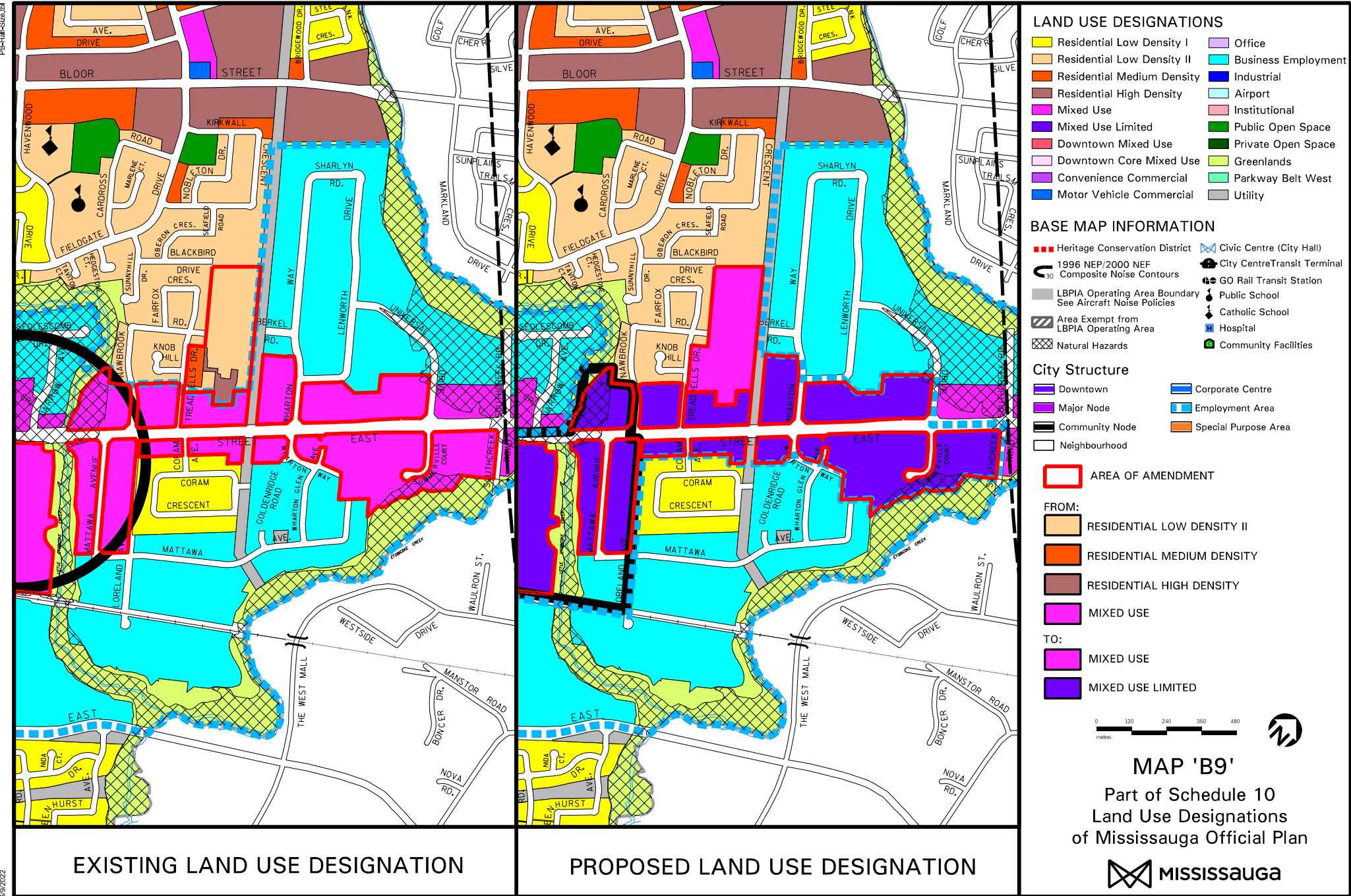
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