

Amendment No. 143
to
Mississauga Official Plan

By-law No. 0214-2022

A by-law to Adopt Mississauga Official Plan Amendment No. 143

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

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel ("Region" or "Regional"), an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments, and that Mississauga Official Plan Amendment 143 does not meet the criteria to be exempt, and therefore will require Regional approval;

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 protected major transit station area;

AND WHEREAS, in the event of a conflict between the policies of the Region of Peel Official Plan as adopted by-law 20-2022 and approved by the Ministry of Municipal Affairs and Housing, and the Mississauga Official Plan, the Region of Peel Official Plan policies will prevail to the extent of any conflict but in all other respects the Mississauga Official Plan will remain in place;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding policies for lands within defined Major Transit Station Areas, and schedules to reflect the boundaries, land use designations and building height requirements for those lands.

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

1. The document attached hereto, constituting Amendment No. 143 to Mississauga Official Plan, is hereby adopted; and

2. That the Clerk is hereby directed to submit Amendment No. 143 to the Mississauga Official Plan to the Regional Municipality of Peel for approval.

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

Signed Bonnie Croubie
MAYOR

Signed W. O. Wilson
CLERK

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The following text attached constitutes Amendment No. 143.

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 April, 14, 2022, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to add or update policies pertaining to Major Transit Station Areas and to add or revise definitions.

LOCATION

The lands affected by this Amendment are located city-wide, primarily focused along higher order transit corridors such as Hurontario Street, Dundas Street, Lakeshore Road East, Highway 403, Highway 407, and the Milton, Kitchener and Lakeshore West GO rail lines. It includes various Character Areas including Downtown, Major Nodes, Community Nodes, Corporate Centres, Neighbourhoods, Employment Areas, and the University of Toronto Mississauga Special Purpose 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 amendments to the general policies are required to conform to the Region of Peel Official Plan. They will provide policies that guide development in identified Major Transit Station Areas to achieve a mix of uses with a range of housing options, retail and employment, and amenities for a complete community.

The proposed Amendment represents good planning and should be approved to ensure that clear and concise policies are in the Plan to guide future development in line with Provincial and Regional planning policies and direction for Major Transit Station Areas.

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

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 1.1.4, How to Read Mississauga Official Plan, of Mississauga Official Plan, is hereby amended by adding the following:

qq. For lands within **Protected Major Transit Station Areas** as shown on Schedule 2: Intensification Areas, of this Plan:

- Part 2 City Wide Policies of this Plan are applicable to all **Major Transit Station Areas**;
 - Other **Protected Major Transit Station Area** policies, in accordance with the *Planning Act*, are identified by a text box in this Plan;
 - The **Major Transit Station Area** policies are to be read in conjunction with the other policies of this Plan. In the event of a conflict, the **Major Transit Station Area** policies and those identified as being **Protected Major Transit Station Area** policies elsewhere in the Plan will take precedence; and
 - Land use designations and building heights for **Protected Major Transit Station Areas** are identified on the schedules of this Plan.
2. Section 5.3, City Structure, of Mississauga Official Plan, is hereby amended by deleting Figure 5.5: Height, Density, and Population to Employment Ratio Requirements, and replacing with the following:

Location	Height*		Density Range (residents and jobs combined per gross hectare)	Population to Employment Ratio
	Minimum	Maximum		
Downtown	As specified for each PMTSA	As specified for each PMTSA	As specified for each PMTSA	1:1
Major Nodes **	2	25	200 to 300	2:1 to 1:2
Community Nodes **	2	4	100 to 200	2:1 to 1:2
Corporate Centres **	2 along Corridors	—	—	—
Neighbourhoods**		4	—	—
Employment Areas**	—	—	—	—
Intensification Corridors	As specified for each PMTSA	As specified for each PMTSA	As specified for each PMTSA	—
Corridors**	2 except in Employment Areas	As per City Structure element	—	—
Protected Major Transit Station Areas (PMTSAs)	As specified for each PMTSA	As specified for each PMTSA	As specified for each PMTSA	—
Designated Greenfield Area	—	—	minimum 50	—

* Character area policies may establish alternative heights

** Outside Protected Major Transit Station Areas (PMTSAs)

Figure 5-5: Height, Density and Population to Employment Ratio Requirements

3. Section 5.3.1, Downtown, of Mississauga Official Plan, is hereby amended by deleting Policy 5.3.1.4, and replacing with the following:
5.3.1.4 The Downtown will achieve a minimum gross density of residents and jobs combined per hectare as specified for each **Protected Major Transit Station Area**.
4. Section 5.3.1, Downtown, of Mississauga Official Plan, is hereby amended by deleting the words "residents or" from Policy 5.3.1.5.
5. Section 5.3.1, Downtown, of Mississauga Official Plan, is hereby amended by deleting the words "density and" from Policy 5.3.1.7.
6. Section 5.3.4, Corporate Centres, of Mississauga Official Plan, is hereby amended by adding "~~outside of a~~ **Protected Major Transit Station Area**" after "~~within Corporate Centres~~" in deleting Policy 5.3.4.6. and renumbering Policies 5.3.4.7 to 5.3.4.10 as 5.3.4.6 to 5.3.4.9.
- ~~7.~~ ~~Section 5.3.6, Employment Areas, of Mississauga Official Plan, is hereby amended by adding the words "outside of **Protected Major Transit Station Areas**" after "Conversion of lands within Employment Areas," in Policy 5.3.6.5.~~
- ~~8.~~ 7. Section 5.3.6, Employment Areas, of Mississauga Official Plan, is hereby amended by deleting ~~Policy Policies~~ 5.3.6.5 and 5.3.6.9, and renumbering ~~Policy Policies~~ 5.3.6.6 to 5.3.6.8 and 5.3.6.10 as 5.3.6.5 to 5.3.6.7 and 5.3.6.8, respectively. ~~5.3.6.10 as 5.3.6.9.~~
- ~~9.~~ 8. Section 5.4, Corridors, of Mississauga Official Plan, is hereby amended by deleting the "Except along **Intensification Corridors** and within **Major Transit Station Areas**," and adding "outside of **Protected Major Transit Station Areas**," after "Corridors," in the first sentence and "outside of **Protected Major Transit Station Areas**" after "Employment Areas" in Policy 5.4.8.
- ~~10.~~ 9. Section 5.4, Corridors, of Mississauga Official Plan, is hereby amended by deleting "a form of" and replacing with "within **Protected**" and adding "s" to "Area" in the first sentence, and by replacing "The" with "**Protected**" and adding "s" to "Area" in the second sentence in Policy 5.4.15.
- ~~11.~~ 10. Section 5.5, Intensification Areas, of Mississauga Official Plan, is hereby amended by deleting the words "**Intensification Corridors**" and adding "**Protected**" before "**Major Transit Station Areas**" in Policy 5.5.1.
- ~~12.~~ 11. Section 5.5, Intensification Areas, of Mississauga Official Plan, is hereby amended by deleting Policies 5.5.3, 5.5.13 and 5.5.16, and renumbering 5.5.4 to 5.5.12 as 5.5.3 to 5.5.11, renumbering 5.5.14 and 5.5.15 as 5.5.12 and 5.5.13, and renumbering 5.5.17 as 5.5.14.
- ~~13.~~ 12. Section 5.5, Intensification Areas, of Mississauga Official Plan, is hereby amended by deleting "Intensification Corridors" and adding the word "**Protected**" before "**Major Transit Station Areas**." in Policy 5.5.10 (existing).

- ~~14.~~ 13. Chapter 5, Direct Growth, of Mississauga Official Plan, is hereby amended by adding Section 5.7, Major Transit Station Areas as follows:

5.7 Major Transit Station Areas

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

Each **Major Transit Station Area** is unique and will be planned based on its local context, growth potential and limitations to determine appropriate densities and **transit-supportive** development. Not all stations or sites will achieve the same mix of land uses or intensity of development. Some will absorb higher density development with a broader range of uses, building types and massing, while others may experience modest growth due to limited development opportunities. There will be station areas that may not be able to achieve the requirements of **transit-supportive** development in the short-term but are planned for future **transit-supportive** densities, uses, and active transportation connections.

Major Transit Station Areas may include one or more City Structure elements defined in this Plan within its boundaries. The **Major Transit Station Area** policies will be in addition to established Character Area policies of this Plan.

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

The boundaries of individual **Major Transit Station Areas**, associated densities, number of residents and jobs combined per hectare, land uses, and building heights, referenced in Table 5-2: Protected Major Transit Station Areas, and in the schedules of this Plan, will achieve the **Major Transit Station Areas** minimum density targets in the Region of Peel Official Plan.

5.7.1 General

5.7.1.1 The following policies are to be read in conjunction with all other policies of this Plan. In the event of a conflict, the policies in this Section, and those identified in Character Areas and Local Area Plans as being in accordance with the *Planning Act* will take precedence.

*Note: Sections 5.7.1.2, 5.7.1.3 and 5.7.1.4 see MOPA No. 144

5.7.1.5 Where a City-initiated comprehensive planning study is required for a **Protected Major Transit Station Area**, the study will set out, among other matters, policies to support:

- a. an appropriate mix of land uses and amenities that foster vibrant, **transit-supportive** neighbourhoods;
- b. development to accommodate growth that respects the character and scale of the surrounding community;
- c. improved access and connectivity to transit stations and stops;
- d. an interconnected and multi-modal street network that encourages walking, cycling and the use of transit;
- e. high quality public realm improvements;
- f. land use compatibility and the separation or mitigation of impacts on sensitive land uses; and
- g. protection of lands that may be required for future enhancement or expansion of transit infrastructure.

5.7.1.6 Inclusionary zoning will apply to specific **Protected Major Transit Station Areas** to increase housing affordability.

5.7.1.7 Partnerships will be explored with the Region of Peel and non-profit housing organizations to provide housing with deeper affordability to lower income households.

*Note: Section 5.7.2 to 5.7.4 see Mississauga Official Plan Amendment No. 144

5.7.5 Compatibility

5.7.5.1 Development will:

- a. be compatible with surrounding uses;
- b. mitigate impacts to and not interfere with existing or future operations of adjacent uses in Employment Areas; and
- c. employ appropriate mitigation and compatibility measures as identified and secured through the development application process.

5.7.5.2 Sensitive land uses, including residential uses, proposed outside of and adjacent to or near to Employment Areas, lands designated Industrial or Business Employment, or within the influence area of major employment facilities will need to demonstrate, to the satisfaction of the City, that:

- a. the use is appropriate in accordance with the policies of this Plan and subject to land use compatibility assessments, which may require a third party peer review to be conducted on behalf of the City at the applicant's expense;

- b. the recommended mitigation measures will contribute to an appropriate living environment and not pose a financial burden to future residents; and
- c. the use would not adversely affect the overall viability of employment lands and facilities.

5.7.6 Urban Design

5.7.6.1 In addition to the Urban Form policies in Chapter 9 of this Plan, additional policies, built form standards and guidelines may be developed, and determined through future planning studies and Local Area Plan reviews.

5.7.6.2 Development will:

- a. minimize surface parking;
- b. ensure that where structured parking is proposed, other uses such as residential and non-residential are incorporated, along the periphery of the structure at ground level; and
- c. provide a high standard of public and private realm **streetscape** design that is coordinated and comprehensive, which may include street furniture, public art, building forecourts, open space, transit shelters, bicycle parking, tree planting, and the sensitive placement of utilities with consideration for the public and private realm.

5.7.7 Connectivity

5.7.7.1 The existing transportation network will be strengthened and expanded with new roads and streets, pedestrian and mid-block connections, and multi-modal access to **higher order transit** stations and stops.

5.7.7.2 Development will contribute to an interconnected street pattern that is multi-modal, and encourages walking, cycling and the use of transit.

5.7.7.3 Pedestrian and cycling routes will be prioritized and located to ensure safe, seamless, unobstructed and efficient access.

5.7.8 Community Infrastructure, Parks and Open Spaces

5.7.8.1 Development shall protect, enhance and expand the City's network of public parks and open spaces, based on applicable City plans, to support population and employment growth. A phasing plan or strategy may be required for the expansion of the parks and open space network as part of the development application process.

5.7.8.2 City-owned playgrounds will generally be required within 400 metres of new development, unimpeded by major pedestrian barriers. Development will dedicate lands to the City for the purposes of a playground at the discretion of the City.

5.7.8.3 New or expanded community infrastructure, parks, and open spaces will be provided to meet the anticipated community needs resulting from development.

5.7.8.4 The delivery of community infrastructure, parks, and open spaces will be identified through the development application process and City-initiated studies.

5.7.9 Development Servicing

5.7.9.1 Development will be phased to ensure appropriate transportation and municipal servicing infrastructure along with community services and facilities are available to service development. Development is to progress in a financially responsible and environmentally sustainable manner and cannot proceed until infrastructure services such as water, wastewater, and transportation are available. An evaluation or study may be required to demonstrate that there is sufficient infrastructure and servicing capacity for a **Major Transit Station Area** and if there isn't sufficient capacity, a servicing strategy shall be completed to the satisfaction of the Region of Peel.

5.7.10 Planned Major Transit Station Areas

Planned **Major Transit Station Areas** do not have delineated boundaries or minimum density targets.

5.7.10.1 Planned **Major Transit Station Areas** are shown on Schedule 2: Intensification Areas.

5.7.10.2 Until such time as Planned **Major Transit Station Areas** are delineated, the existing City Structure and Character Area policies of this Plan will continue to apply.

- ~~145-~~ 14. Section 8.3.2, Transit Design, of Mississauga Official Plan, is hereby amended by deleting Policy 8.3.2.2.
- ~~146-~~ 15. Section 8.6, Mobility Hub, of Mississauga Official Plan, is hereby amended by deleting the words "concentrated around a **Major Transit Station Area**" in the first paragraph.
- ~~147-~~ 16. Section 8.6, Mobility Hub, of Mississauga Official Plan, is hereby amended by deleting the words "and **Major Transit Station Areas**" in Policy 8.6.4.
- ~~148-~~ 17. Section 10.1, Introduction, of Mississauga Official Plan, is hereby amended by deleting the words "**Major Transit Station Areas**" in Policy 10.1.8.
- ~~149-~~ 18. Section 15.1, Introduction, of Mississauga Official Plan, is hereby amended by deleting the words "or within a **Major Transit Station Area**" in Policy 15.1.1.2 and replacing with "outside a **Protected Major Transit Station Area**".
- ~~20-~~ 19. Section 15.3, Gateway Corporate, of Mississauga Official Plan, is hereby amended by deleting the words "particularly at Major Transit Station Areas" in Policy 15.3.1.2.b.
- ~~24-~~ 20. Section 15.3, Gateway Corporate, of Mississauga Official Plan, is hereby amended by deleting "the intersection" after "prominence at", and adding "intersections along" after "intersection", and deleting "of" before "Hurontario Street", and deleting "and **Major Transit Station Areas**" after "Hurontario Street" in Policy 15.3.1.2.r.

- ~~22-~~ 21. Section 15.3, Gateway Corporate, of Mississauga Official Plan, is hereby amended by deleting the words “at Major Transit Station Areas” in Policy 15.3.2.4.d.
- ~~23-~~ 22. Section 15.3, Gateway Corporate, of Mississauga Official Plan, is hereby amended by deleting the words “within Major Transit Station Areas” in Policy 15.3.2.4.e.
- ~~24-~~ 23. Section 17.1, Introduction, of Mississauga Official Plan, is hereby amended by deleting the words “except along **Intensification Corridors** and within **Major Transit Station Areas**” in Policy 17.1.1.1.
- ~~25-~~ 24. Section 17.1, Introduction, of Mississauga Official Plan, is hereby amended by adding the word “**Protected**” before “**Major Transit Station Areas**” in Policy 17.1.5.2.
- ~~26-~~ 25. Chapter 20, Glossary, of Mississauga Official Plan, is hereby amended by deleting the MAJOR TRANSIT STATION AREA definition and replacing with the following:

means the area including and around any existing or planned **higher order transit** station or stop, or the area including and around a major bus depot, generally defined as the area within an approximate 500 to 800 metre radius of a transit station or stop, representing about a 10-minute walk. All delineated Major Transit Station Areas are **Protected Major Transit Station Areas** in this Plan and subject to Regional approval.

- ~~27-~~ 26. Chapter 20, Glossary, of Mississauga Official Plan, is hereby amended by adding the following:

PROTECTED MAJOR TRANSIT STATION AREA

means a **Major Transit Station Area**, that has been identified in the Region of Peel Official Plan as a protected major transit station area in accordance with subsection 16(16) of the Planning Act, with a delineated area boundary, and is subject to municipal official plan policies that identify: the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area; the authorized uses of land and of buildings or structures on lands in the area; and the minimum densities that are authorized with respect to buildings and structures on lands in the area. All **Major Transit Station Areas** delineated in the Region of Peel Official Plan and in this Plan are Protected Major Transit Station Areas.

TRANSIT-SUPPORTIVE

means development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. Transit-supportive development will be consistent with Ontario's Transit Supportive Guidelines.

- ~~28-~~ 27. Mississauga Official Plan, is hereby amended by deleting the words "transit supportive" throughout the Official Plan and replacing with "**transit-supportive**".

IMPLEMENTATION

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

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

INTERPRETATION

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

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

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