

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

Note: This table includes the public comments addressed to the Region of Peel regarding the August 10, 2022 decision of Mississauga Council to adopt OPA 142, OPA 143, OPA 144, and OPA 146. Comments made directly to the City of Mississauga prior to this date as part of their public consultation are not included in this table, and form part of the records submission from the City of Mississauga to the Region for these OPAs.

Subject	Date of Correspondence	Contact	Address / Location / Existing Use	Comment Summary	Response Summary
MOPAs 142, 143, 144	August 9, 2022	Peter Gross Partner, Gowlings WLG (Canada) LLP On behalf of Ahmed Group	1000 -1024 Dundas Street East	<p><u>Letter to Regional Council and Planning and Development Services Staff:</u></p> <ul style="list-style-type: none"> The letter does not refer to specific OPAs. However, it can be ascertained that the comments pertain to OPAs 143, 144 and 142. Objection to the City's identification of the subject lands within the Dixie Employment Area Character Area, which does not permit residential uses. Contended that these OPAs do not conform with the new RPOP, on the basis that the RPOP does not designate the subject lands as Employment Areas on Schedule E-4. Argued that City staff are relying on non-operative commentary in the new RPOP to justify this expansion of Employment Areas, while disregarding operative policies (including policy 5.8.16). Maintained that the OPAs conflict with Provincial policy direction and the Growth Plan which assigns responsibility to the Region to identify Employment Areas. 	<p>(#1) Response to Concerns re: Local Employment Character Area designation</p> <ul style="list-style-type: none"> Regional Employment Areas are distinguished from local employment uses as Regional Employment Areas are protected from conversion until the next Municipal Comprehensive Review as per the Provincial Growth Plan. Furthermore, the RPOP states that "<i>Local official plans may also support employment uses outside of Employment Area designations, provided they are compatible with the surrounding community and the population and employment forecasts set out in Table 3 are met.</i>" The City of Mississauga is permitted to designate lands for non-residential employment uses outside of the Region's Employment Areas, and Regional staff are satisfied that the Region's City-wide growth forecasts and minimum density targets for the MTSA will be satisfied and would not be unduly impacted by maintaining a local employment designation on these lands. Mother Parkers Tea and Coffee Inc. have expressed concern that the introduction of residential uses on these lands would be incompatible with and could affect the ongoing operations of their manufacturing facilities located on adjacent lands. To address these concerns, the City of Mississauga recently included a policy in their Official Plan stating that changing the land use permissions in this area is subject to the "<i>completion of a municipally led land use compatibility assessment and will occur through a City-initiated amendment to this plan.</i>" In accordance with this policy, the City has initiated a land use compatibility assessment to determine the appropriateness of residential uses on these lands in proximity to nearby manufacturing uses.
MOPAs 143, 144	August 22, 2022	Samantha Lampert, Davies Howe	Not indicated.	<p><u>Letter to Regional Staff</u></p> <ul style="list-style-type: none"> Request for Notice of Decision. 	Notification will be forwarded as requested.
MOPAs 142, 143, 144, 146	August 24, 2022	Jennifer Le, Ministry of Municipal Affairs and Housing	n/a	<p><u>Email to Regional Staff</u></p> <ul style="list-style-type: none"> Request for Notice of Decision. 	Notification will be forwarded as requested.
MOPAs 143, 144, 146	August 25, 2022	Jonathan S. Cheng, Stikeman Elliott On behalf of BET Realty and 3420	3420 & 3442 Hurontario Street	<p><u>Email to Regional Staff</u></p> <ul style="list-style-type: none"> Request for Notice of Decision. 	Notification will be forwarded as requested.

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

Subject	Date of Correspondence	Contact	Address / Location / Existing Use	Comment Summary	Response Summary
		Hurontario Street Incorporated			
MOPA 143, 144, 146	August 25, 2022	Andrea Paterson, Dentons LLP	Not indicated.	<u>Email to Regional Staff</u> <ul style="list-style-type: none"> Request for Notice of Decision 	Notification will be forwarded as requested.
MOPAs 142, 143, 144	August 29, 2022	Maurizio Rogato, Blackthorn Development Corp. On behalf of 2683340 Ontario Inc.	255 Dundas Street West	<u>Email to Regional Staff</u> <ul style="list-style-type: none"> Request for Notice of Decision. 	Notification will be forwarded as requested.
MOPAs 143, 144	September 19, 2022	Samantha Lampert, Davies Howe LLP	Not indicated.	<u>Email to Regional Staff</u> <ul style="list-style-type: none"> Request for Notice of Decision. 	Notification will be forwarded as requested.
MOPAs 142, 143, 144	September 22, 2022; (September 19, 2022)	Peter Gross Partner, Gowlings WLG (Canada) LLP On behalf of Ahmed Group	1000 -1024 Dundas Street East	<u>Oral and Written Delegation at the September 22nd Regional Council Meeting:</u> <i>Concerns re: Land Use / Character Area Designations</i> <ul style="list-style-type: none"> Objected to the designation of the subject lands within local Employment Areas. The subject lands were previously removed from a provincially significant employment zone by the Growth Secretariat. Contended that these OPAs do not conform with the new RPOP, on the basis that the RPOP does not designate the subject lands as Employment Areas on Schedule E-4. Argued that City staff are relying on non-operative commentary in the new RPOP to justify this expansion of Employment Areas, while disregarding operative policies (including policy 5.8.16). Maintained that the OPAs conflict with Provincial policy direction and the Growth Plan which assigns responsibility to the Region to identify Employment Areas. Contended that the OPAs will not implement 	<i>Refer to (#1) Response to Concerns re: Local Employment Character Area designation</i> <i>(#2) Response to Concerns re: Maximum Height Restrictions</i> <ul style="list-style-type: none"> Removing maximum heights or permitting greater maximum heights are a local responsibility and determined based on local studies and characteristics. Building heights only become a matter of Regional interest if staff identify a concern through the technical review that the minimum densities included in the RPOP have not been adequately planned for. Regional staff reviewed the City's proposed maximum heights in the context of a high-level development assessment for the City's Protected MTSAs to determine if the built form facilitates the achievement of the Region's minimum density targets for Protected MTSAs as prescribed in Table 5 of the RPOP. Based on the assessment undertaken, Region staff have concluded that OPA 144 policies, including the maximum heights, do not prevent the achievement of the Region's minimum density targets for Protected MTSAs and conform to the policies of the RPOP. Subject to a City Council resolution under Section 22(2.1.3) of the <i>Planning Act</i>, a request for additional height above the maximums could be considered by the City and would require the submission of an application for Local Official Plan Amendment. <i>(#3) Response to Concerns re: Removal of Policy 9.2.1.8</i> <ul style="list-style-type: none"> As indicated by the City in their Comment-Response Table for OPA 142, "Policy 9.2.1.8 states that 'The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas', not within MTSAs." OPA 144 provides a more detailed City-wide MTSA policy framework and is intended to replace older

Subject	Date of Correspondence	Contact	Address / Location / Existing Use	Comment Summary	Response Summary
				<p>the objectives of the Dundas Connects Master Plan, which contemplates a mix of uses facilitated by intensification.</p> <ul style="list-style-type: none"> Requested that the subject lands be designated Mixed Use Limited by OPA 144 instead, which would still require proposed developments to submit a compatibility study. <p><i>Concerns re: Height-Related Policies</i></p> <ul style="list-style-type: none"> Expressed concerns with the height limitations in the new OPAs. Contended that the height restriction does not promote intensification in and around major transit station areas and does not recognize the existing context as required by the City's Official Plan. Argued that these restrictions will frustrate the objectives of the Dundas Connects Master Plan, will not conform to the Growth Plan, and will not be consistent with the Provincial Policy Statement. Requested that Regional Council direct staff to significantly increase the height limitation or remove the limitation entirely. Objected to the removal of policy 9.2.8 (sic - reference should be to 9.2.1.8) in the City's Official Plan, which provides that the preferred location of tall buildings is in proximity to planned or existing major transit station areas. Argued that this policy aligns with Provincial policy direction and should therefore not be deleted. 	<p>more general guiding policies, such as 9.2.1.8. OPA 144 and the related OPAs address development within MTSAs in a comprehensive and detailed manner based on technical study and an understanding of local context etc. Regional staff understand that general policies such as 9.2.1.8 are no longer necessary, and may be inappropriate in certain cases when considering area-specific factors.</p> <ul style="list-style-type: none"> As indicated by the City in their Comment-Response Table for OPA 142: <i>"The proposed MTSA policies note that each MTSA 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."</i>
MOPAs 142, 143, 144	September 22, 2022	Stephen Sparling President, Dundas Landowners' Association (DLA)	Landowners and businesses in vicinity of Dundas Street East	<p><u>Oral Delegation at the September 22nd Regional Council Meeting:</u></p> <ul style="list-style-type: none"> Requested to be involved in discussions regarding OPAs 142, 143, and 144 at the Regional levels. Concerned with the proposed height restrictions. Argued that it is important to optimize the public investment in higher-order transit and promote complete communities. Asked Regional staff to consider the 	<p>Refer to (#1) Response to Concerns re: Local Employment Character Area designation</p> <p>Refer to (#2) Response to Concerns re: Maximum Height Restrictions</p>

Subject	Date of Correspondence	Contact	Address / Location / Existing Use	Comment Summary	Response Summary
				<p>modifications to the OPAs outlined in the letter submitted to Regional Council on behalf of the Dundas Landowners' Association.</p>	
<p>MOPAs 142, 143, 144</p>	<p>September 22, 2022 (September 16, 2022)</p>	<p>Max Laskin Partner, Goodmans LLP On behalf of Dundas Landowners Association</p>	<p>Landowners and businesses in vicinity of Dundas Street East</p>	<p><u>Written Submission for September 22nd Regional Council Meeting:</u></p> <p>Provided comments on behalf of the Dundas Landowners' Association (DLA). Expressed significant concerns regarding OPAs 142, 143, and 144, contend the following:</p> <ul style="list-style-type: none"> • These OPAs will undermine the policy direction set out by the new RPOP. • The OPAs fail to implement Provincial policy. <p><i>Concerns re: Land Use / Character Area Designations</i></p> <ul style="list-style-type: none"> • The new RPOP removes lands along the Dundas Corridor from the Regional Employment Area, while OPA 144 applies a land use designation that would prohibit residential uses on certain lands along Dundas St East. • In discussions with Regional staff, the DLA representative opposed the City's proposal to maintain lands along the south side of Dundas St. East, between Dixie Rd. and Tomken Rd., within the Dixie Employment Area, while the Region had removed these lands from the Regional Employment Areas through the MCR process. • The DLA team proposed that these lands be removed from the Dixie Employment Area and given a Mixed Use Limited designation, which would create a safeguard against the introduction of incompatible uses since a compatibility assessment would need to be undertaken. This approach would avoid the need for an official plan amendment and other planning processes. <p><i>Concerns re: height-related policies</i></p> <ul style="list-style-type: none"> • The proposed height limitations set out by the OPAs do not reflect the existing context, which includes buildings taller than the maximum 	<p><i>Refer to (#1) Response to Concerns re: Local Employment Character Area designation</i></p> <p><i>Refer to (#2) Response to Concerns re: Maximum Height Restrictions</i></p>

Subject	Date of Correspondence	Contact	Address / Location / Existing Use	Comment Summary	Response Summary
				<p>heights identified.</p> <ul style="list-style-type: none"> The proposed height restrictions conflict with the City's Official Plan direction in regard to designing buildings with reference to the existing context. Requested that the Region direct modifications to remove or significantly increase the maximum heights identified. Opposed to the OPA's deletion of policy 9.2.8 of the City's Official Plan, which provides that the preferred location of tall buildings be in proximity to existing and planned MTSAs. The OPAs do not adequately reflect the principle of optimizing land supply in support of complete, mixed-use communities in the vicinity of higher-order transit. Urged Regional Council to direct staff to engage with the DLA prior to providing any recommendations to Regional Council regarding the City's OPAs. 	
MOPAs 142, 144	September 22, 2022 (September 19, 2022)	John Lohmus Plan Logic Consulting Inc. On behalf of Mississauga Muslim Community Centre	2505 Dixie Road	<p><u>Witten and Oral Delegation at the September 22nd Regional Council Meeting:</u></p> <p>Represents the landowner of 2505 Dixie Road, the Mississauga Muslim Community Centre. Requested that Regional Council direct staff to modify OPAs 142 and 144 to:</p> <ul style="list-style-type: none"> Maintain the existing tall building regulation (policy 9.2.1.8) in the City's Official Plan which is proposed to be deleted through OPA 144; Revise Schedule C-7 of OPA 144 to permit a maximum building height of 50 storeys on the subject property and within the Metrolinx parking lot associated with the Dixie GO Train Station; and Modify policy 5.4.17 under OPA 142 to permit a maximum building height of 50 storeys within the corridor. 	<p><i>Refer to (#2) Response to Concerns re: Maximum Height Restrictions</i></p> <p><i>Refer to (#3) Response to Concerns re: Removal of Policy 9.2.1.8</i></p>
MOPAs 142, 143, 144	September 22, 2022	Nicholas Dell Principal, Harper Dell & Associates Inc.	2935 and 2955 Mississauga Road	<p><u>Oral and Written (slide deck) Delegation at the September 22nd Regional Council Meeting</u></p> <ul style="list-style-type: none"> Request to include 2935 and 2955 Mississauga Road in the UTM BRT MTSA Boundary; 	<p><i>Refer to (#3) Response to Concerns re: Removal of Policy 9.2.1.8</i></p> <p><i>(#4) Request to be included in UTM BRT MTSA Boundary</i></p> <ul style="list-style-type: none"> Policy 7.3.10 of the Regional Official Plan allows only the correction of minor errors without the need for a Regional Official Plan Amendment, including the adjustment of the precise location of stations

Subject	Date of Correspondence	Contact	Address / Location / Existing Use	Comment Summary	Response Summary
		On behalf of G. Merulla Inc. And 590816 Ontario Inc.		<ul style="list-style-type: none"> Request to continue to include 2935 and 2955 Mississauga Road in the Dundas Intensification Corridor; Request to not delete the City's Official Plan policy regarding focusing the location of tall buildings near MTSA's. Argued that the subject properties have been overlooked for their development potential, including opportunities for community improvements. Contended that the City's adoption of the Local OPAs was premature as it occurred prior to the adoption of the new RPOP. Argued that the Region could adjust the MTSA Boundary without the need for a ROPA under Policy 7.3.10 of the RPOP. 	<p>or stops in Major Transit Station Areas and the correction of minor mapping errors. The request to adjust the Protected MTSA boundary to include the subject lands would require a Regional Official Plan Amendment. Furthermore, Section 22(2.1.3) of the <i>Planning Act</i>, which protects such policies from requests for amendment, would also apply.</p> <p>(#5) Request to maintain the Intensification Corridor Overlay on the subject site</p> <ul style="list-style-type: none"> Under OPA 142, the City updated the Dundas Street Intensification Corridor overlay on Schedule 2 to match the Protected MTSA boundaries along the Dundas corridor. Because the subject site is not located within a Protected MTSA, the Intensification Corridor overlay is not applicable.
MOPAs 142, 144	September 22, 2022	Andrew Ferancik, Principal, WND Associates Ltd On behalf of Mother Parkers Tea and Coffee Inc.	2530 & 2531 Stanfield Road (owns & operates) 2470 Stanfield Road (leases & operates)	<p><u>Oral Delegation to Regional Council on September 22, 2022</u></p> <ul style="list-style-type: none"> Deputed in response to delegation of Mr. Stephen Sparling with respect to Mother Parker's previous correspondence and deputations to Region Council regarding protecting the existing operations of Mother Parker's Tea and Coffee Inc. (Mother Parker) from incompatible residential uses. Mother Parker's employs 500-700 employees, 90% of which are full-time. A large operation that must ramp production up and down depending on conditions and regularly requires Environmental Compliance Approvals to maintain flow of operations. Contended that proposed sensitive uses would jeopardize operations. Argued that it is critical to have policies in place to protect employers like Mother Parker from the undue encroachment of sensitive land use like residential. Mother Parker does not oppose residential uses along the Dundas Corridor and supports intensification across the City, but intensification should not at the expense of existing employers. 	<p><i>See below, and also refer to (#1) Response to Concerns re: Local Employment Character Area designation.</i></p> <ul style="list-style-type: none"> Through a report to Regional Council on July 7, 2022, staff did not recommend that lands along the south side of Dundas identified by Mother Parkers Coffee and Tea be included in the Regional Employment Area as staff were satisfied that sufficient opportunity exists within the City of Mississauga planning framework and other applicable provincial legislation to undertake land use compatibility studies to properly assess the potential introduction of a sensitive land uses in these areas. The City of Mississauga maintains the adjacent lands along the south side of Dundas Street East within the Dixie Employment Character Area which does not permit residential uses. Subject to a City Council resolution under Section 22(2.1.3) of the <i>Planning Act</i>, a request for removal from the Dixie Employment Area under the Mississauga Official Plan could be considered by the City and would require the submission of an application for Local Official Plan Amendment. Policy 17.4.4.4 of the Mississauga Official Plan identifies the subject lands within Special Site 4 which indicates that "a change in land use permissions will be subject to the completion of a municipally led land use compatibility assessment and will occur through a City-initiated amendment to this plan." In accordance with this policy, the City of Mississauga has initiated a land use compatibility assessment to determine the appropriateness of residential uses on these lands in proximity to nearby manufacturing uses.

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

Subject	Date of Correspondence	Contact	Address / Location / Existing Use	Comment Summary	Response Summary
				Protection of employment uses and established manufacturing job opportunities like the ones Mother Parker provides is integral to the creation of a complete community.	
MOPA 146	October 18, 2022	Matthew Helfand, Aird & Berlis LLP On behalf of Almega Asset Management Inc.	60 Dundas Street East	Letter emailed to Regional Clerk <ul style="list-style-type: none"> Request for notice of public meetings and Notice of Decision. 	Notice of decision will be forwarded as requested.
MOPAs 143,144	November 2, 2022	Chad B. John-Baptiste, WSP On behalf of CN Rail	Various CN Rail facilities in Mississauga	Letter to Regional staff dated November 2, 2022 <ul style="list-style-type: none"> Request for additional language and mapping overlays in the City-wide MTSA policy framework contained in OPAs 143 and 144 to acknowledge the importance of rail infrastructure and recognize its critical role in long-term economic growth and the efficient and effective movement of goods and people. 	<i>(#6) Concerns re: protection of rail facilities from encroachment of sensitive uses</i> <ul style="list-style-type: none"> Regional and City staff are in agreement that the requested additional policies would be more appropriately contained in the City's general policy sections so that they could apply to all areas of the City where rail infrastructure is located - including and not limited to Major Transit Station Areas. The City of Mississauga is in the process of conducting a general update to the rest of its official plan, including chapters that contain city-wide general policies. The Region will forward the comments from CN Rail and its representatives to Mississauga staff overseeing the general update to the City's Official Plan.
MOPAs 143, 144	December 2, 2022	Stephen Armstrong, Vimal Lad, Armstrong Planning On behalf of Trolleybus Urban Development Inc.	108-202 Dundas Street West	Letter to Regional staff dated December 2, 2022 <ul style="list-style-type: none"> Request for an additional 2 storeys of height from the City's proposed maximum height of 12 storeys to 14 storeys. The planning rationale for additional height is based on an urban design compatibility analysis that looks at considerations such as angular plane and built form relationship to low-rise residential uses in the surrounding area. 	Refer to <i>(#2) Response to Concerns re: Maximum Height Restrictions</i>
MOPAs 142, 143, 144	December 2, 2022; September 21, 2022	Anthony Sirianni, Richard Domes, Gagnon Walker Domes On behalf of White Elm Investments Ltd	1450-1458 Dundas Street East	Letter to Regional staff dated December 2 nd , 2022 Email to Regional staff on September 21, 2022 <ul style="list-style-type: none"> Request of the Region to make the following modifications to OPAs 142, 143 and 144: <ul style="list-style-type: none"> Delete the proposed maximum building height restriction (25 storeys) on the subject site in recognition of subject site's geographic position, access to transit and proposed Official Plan policy direction; 	Refer to <i>(#2) Response to Concerns re: Maximum Height Restrictions</i> <i>(#7) Response to Concerns re: use of Mixed Use Limited designation</i> <ul style="list-style-type: none"> Determination of land use designations is local responsibility and determined based on local studies and characteristics. Land use designations only become a matter of Regional interest if staff identify a concern through the technical review that the Amendment doesn't conform to the RPOP. The City's Mixed Use Limited designation requires the satisfactory completion of a land use compatibility assessment prior to permitting the development of sensitive uses, such as residential, on lands that may be in close proximity to existing incompatible uses such as industrial. The Mixed Use Limited designation recognizes the need to safeguard against incompatible land use mixes, especially within an urban corridor revitalization context.

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

Subject	Date of Correspondence	Contact	Address / Location / Existing Use	Comment Summary	Response Summary
				<ul style="list-style-type: none"> ○ Remove the subject site from the Mixed Use Limited designation, as proposed, and maintain the Mixed Use designation. This would allow residential uses as of right without the need to complete a land use compatibility assessment. ○ Schedule 2, as proposed, be modified to identify the Dixie Dundas 'Community Node' as a 'Major Node'. 	<p>(#8) Response to Concerns re: identification of Dundas-Dixie as Community Node vs Major Node</p> <ul style="list-style-type: none"> • The Region recognizes this issue as a local municipal responsibility. City staff have advised that Mississauga Official Plan identifies the Dixie-Dundas area as a Community Node that can serve local residents and businesses and will require new community infrastructure and a more pedestrian friendly approach to development.
MOPAs 142, 143, 144	December 30, 2022	Peter Gross, Gowlings WLG (Canada) LLP On behalf of A. Frank Merulla and 590816 Ontario Inc.	2935 and 2955 Mississauga Road	<p><u>Letter to Regional Staff dated December 30th, 2022.</u></p> <ul style="list-style-type: none"> • Request to modify OPA 142 to restore the Intensification Corridor designation on the subject lands. • Rejection of removal of policy 9.2.8 (sic) regarding focusing the location of tall buildings near MTSAs; • Request to include 2935 and 2955 Mississauga Road in the UTM BRT MTSA Boundary. Applications were filed on these lands. The applications conform to Growth Plan policies promoting transit-supportive development. 	<p><i>Refer to (#5) Response to Request to maintain the Intensification Corridor Overlay on the subject site</i></p> <p><i>Refer to (#3) Response to Concerns re: Removal of Policy 9.2.1.8</i></p> <p><i>Refer to (#4) Response to Request to be included in the UTM BRT MTSA Boundary</i></p>
MOPAs 143, 144	January 17, 2023	Robert Jefferson, McCarthy Tétrault LLP	Not indicated.	<p><u>Email to Regional Staff</u></p> <ul style="list-style-type: none"> • Request for notice of public meetings and Notice of Decision. 	Notice of decision will be forwarded as requested.