



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 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.

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.

Approved by Legal Services City Solicitor City of Mississauga
MEM
Michal E. Minkowski
Date: August 3, 2022
File: CD.04-DUN


MAYOR


CLERK

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.

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 
MAYOR

Signed 
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

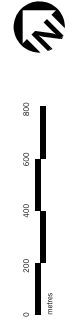
The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

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

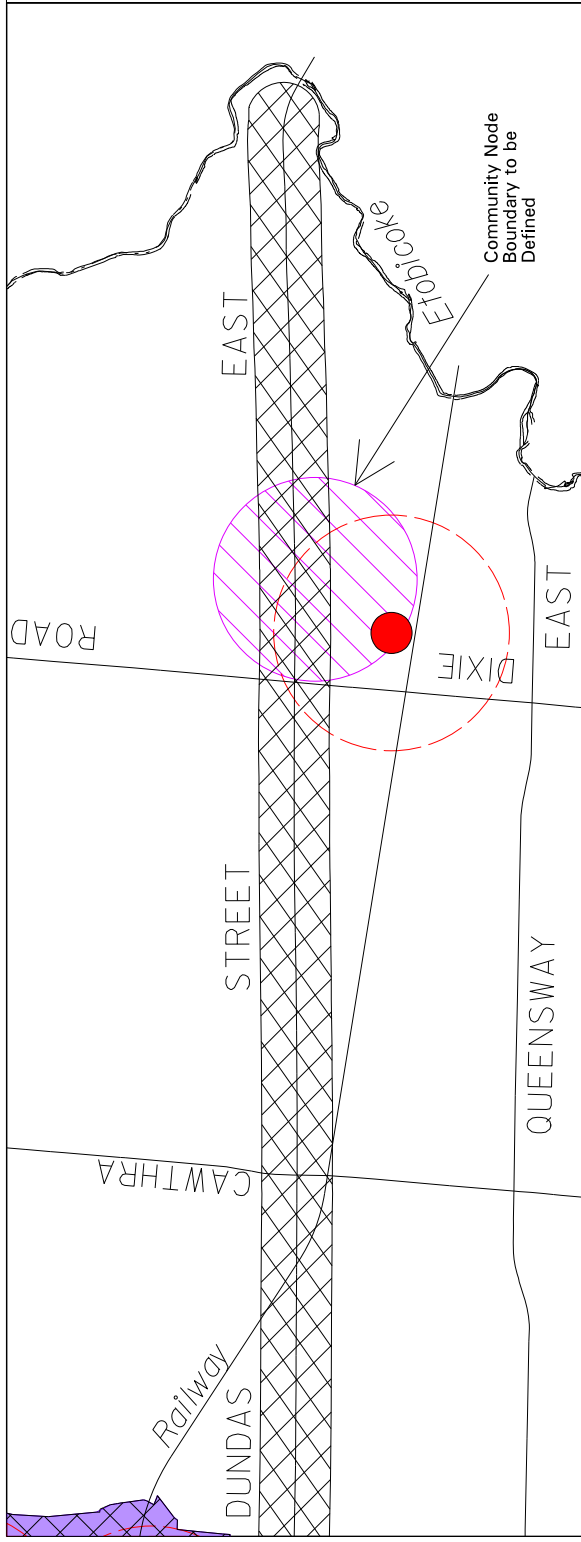
LEGEND

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

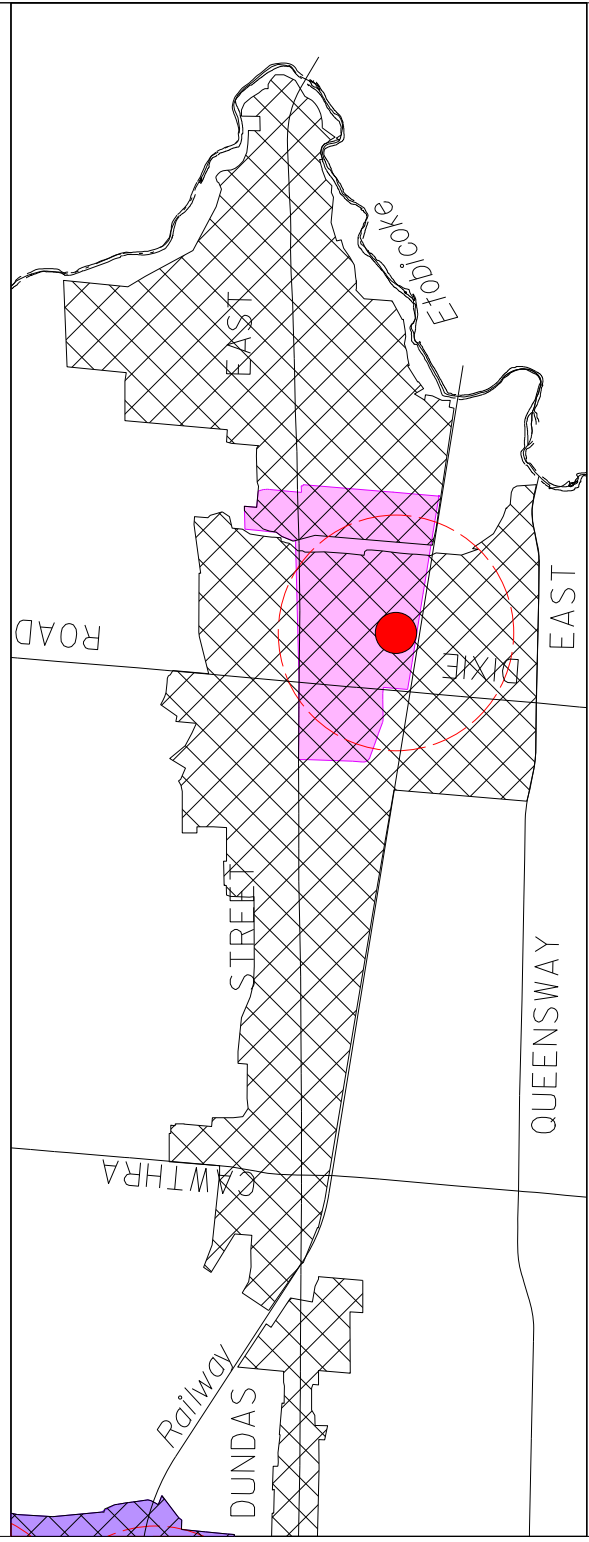
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 Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



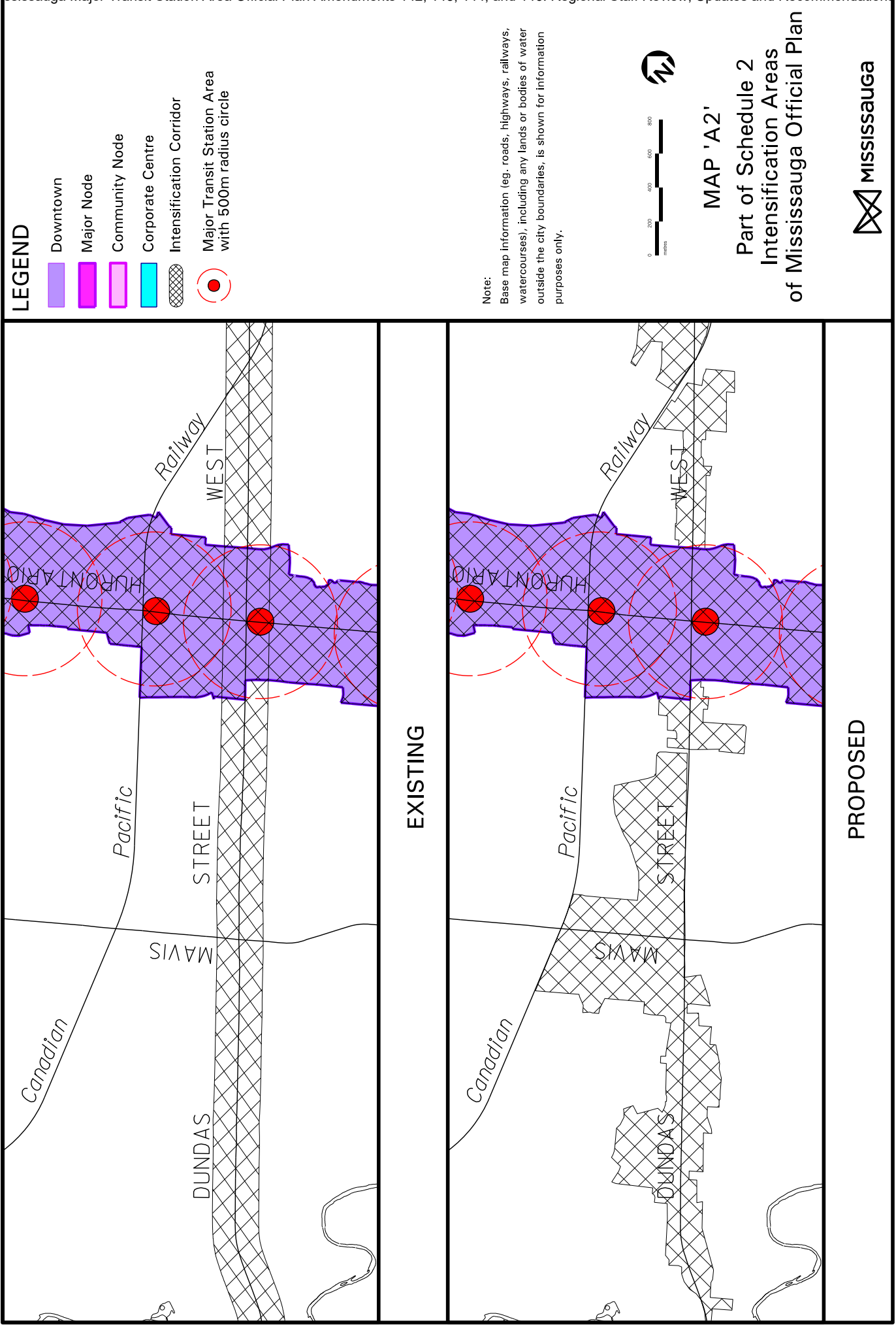
MAP 'A1'
 Part of Schedule 2
 Intensification Areas
 of Mississauga Official Plan









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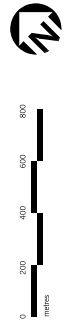
PROPOSED



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.

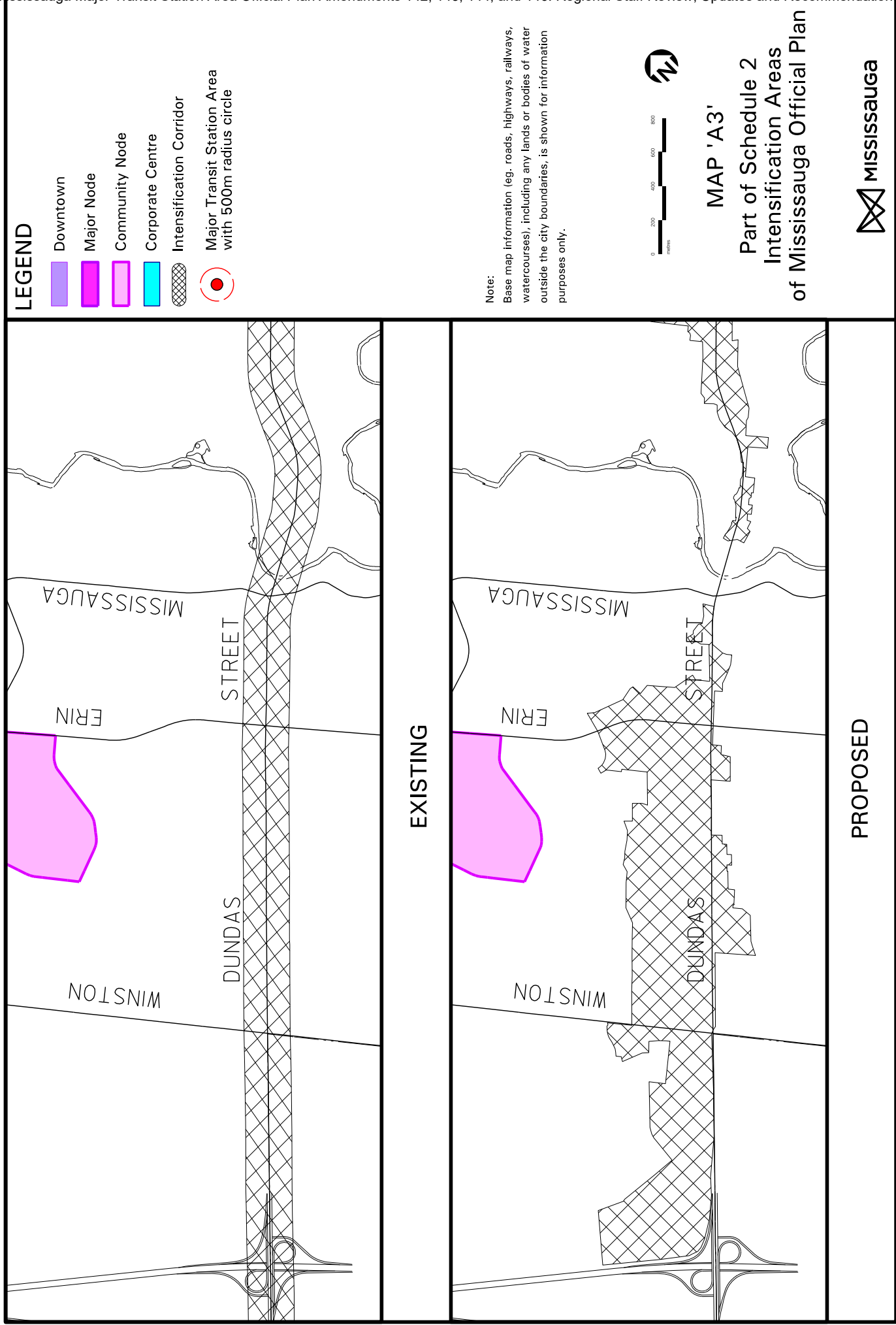


MAP 'A2'
 Part of Schedule 2
 Intensification Areas
 of Mississauga Official Plan



EXISTING

PROPOSED

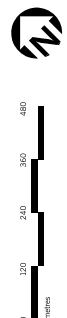


- ### LAND USE DESIGNATIONS
- Residential Low Density I
 - Residential Low Density II
 - Residential Medium Density
 - Residential High Density
 - Mixed Use
 - Mixed Use Limited
 - Downtown Mixed Use
 - Downtown Core Mixed Use
 - Convenience Commercial
 - Motor Vehicle Commercial
 - Office
 - Business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

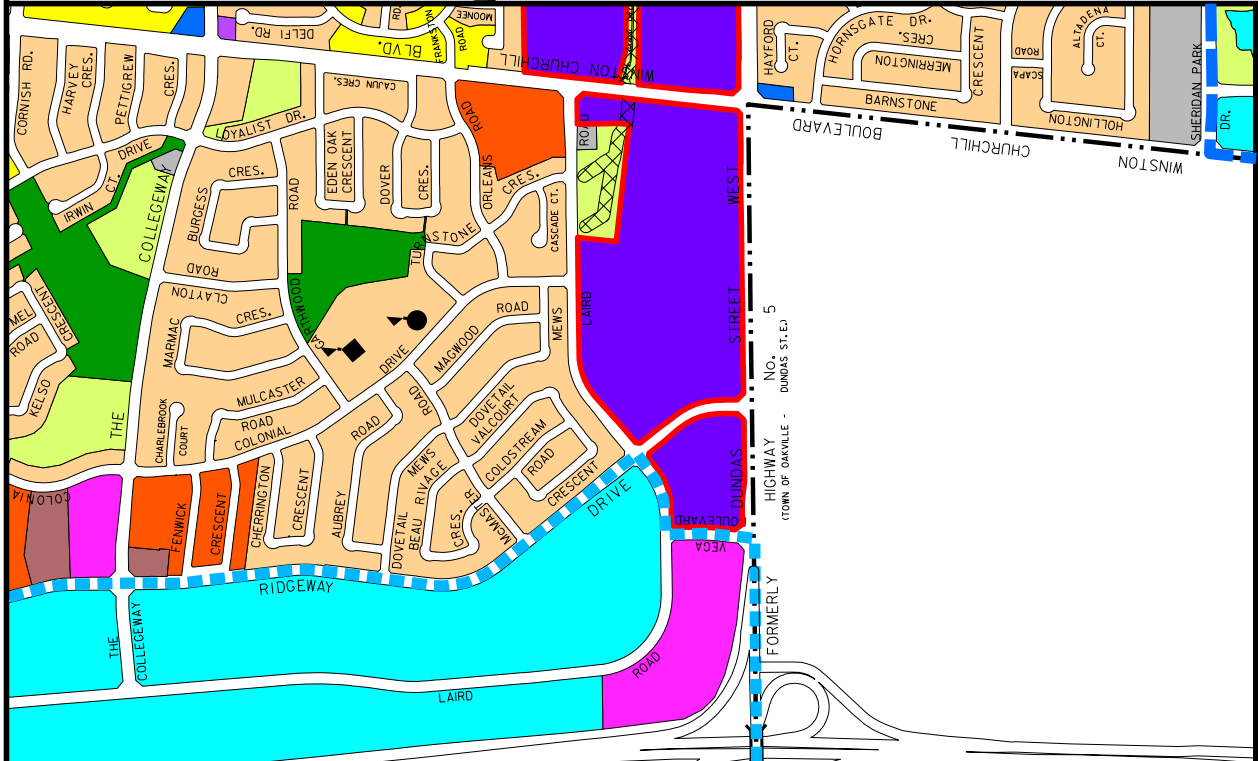
- ### BASE MAP INFORMATION
- Heritage Conservation District
 - 1996 NEP/2000 NEF
 - Composite Noise Contours
 - LBPIA Operating Area Boundary
 - Area Exempt from See Aircraft Noise Policies
 - LBPIA Operating Area
 - Natural Hazards
 - Civic Centre (City Hall)
 - City Centre/Transit Terminal
 - GO Rail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

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

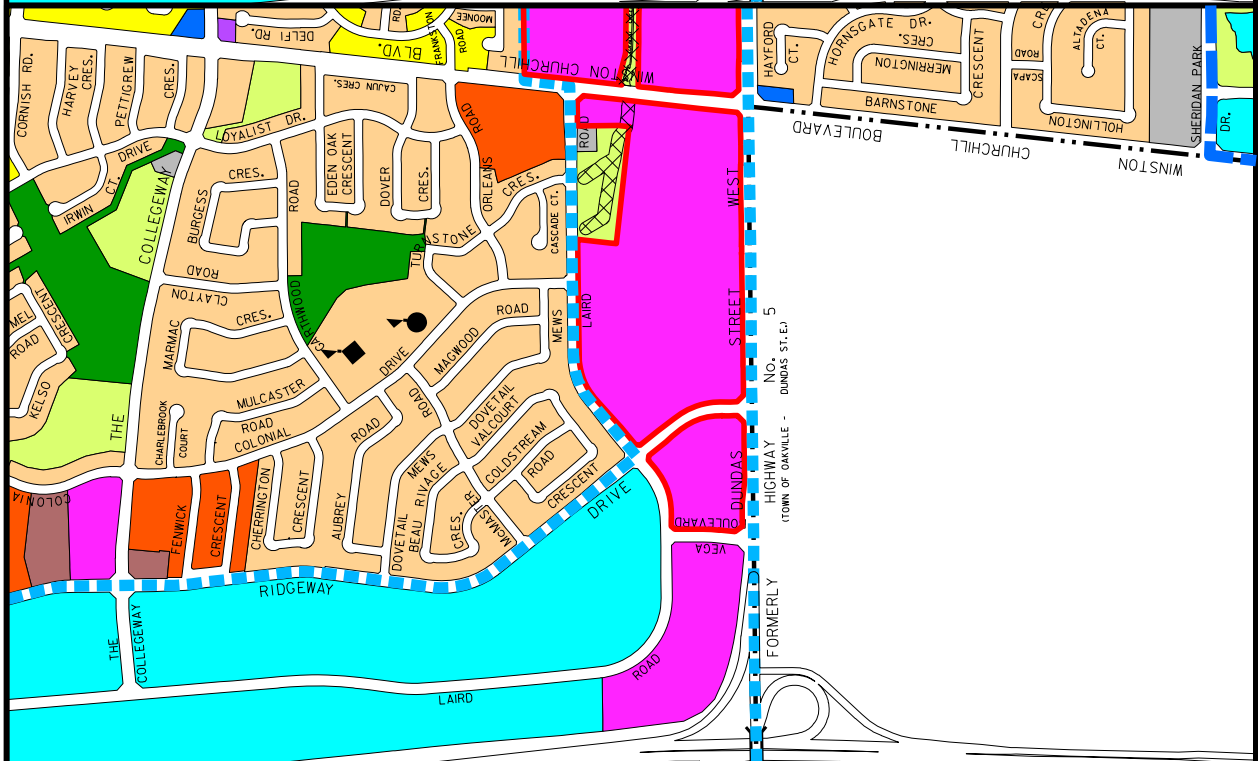
- ### AREA OF AMENDMENT
- FROM: MIXED USE
 - TO: MIXED USE LIMITED



MAP 'B1'
 Part of Schedule 10
 Land Use Designations
 of Mississauga Official Plan



PROPOSED LAND USE DESIGNATION



EXISTING LAND USE DESIGNATION

LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

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

City Structure

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

AREA OF AMENDMENT

- FROM: MIXED USE
- CONVENIENCE COMMERCIAL
- MOTOR VEHICLE COMMERCIAL
- TO: MIXED USE
- MIXED USE LIMITED

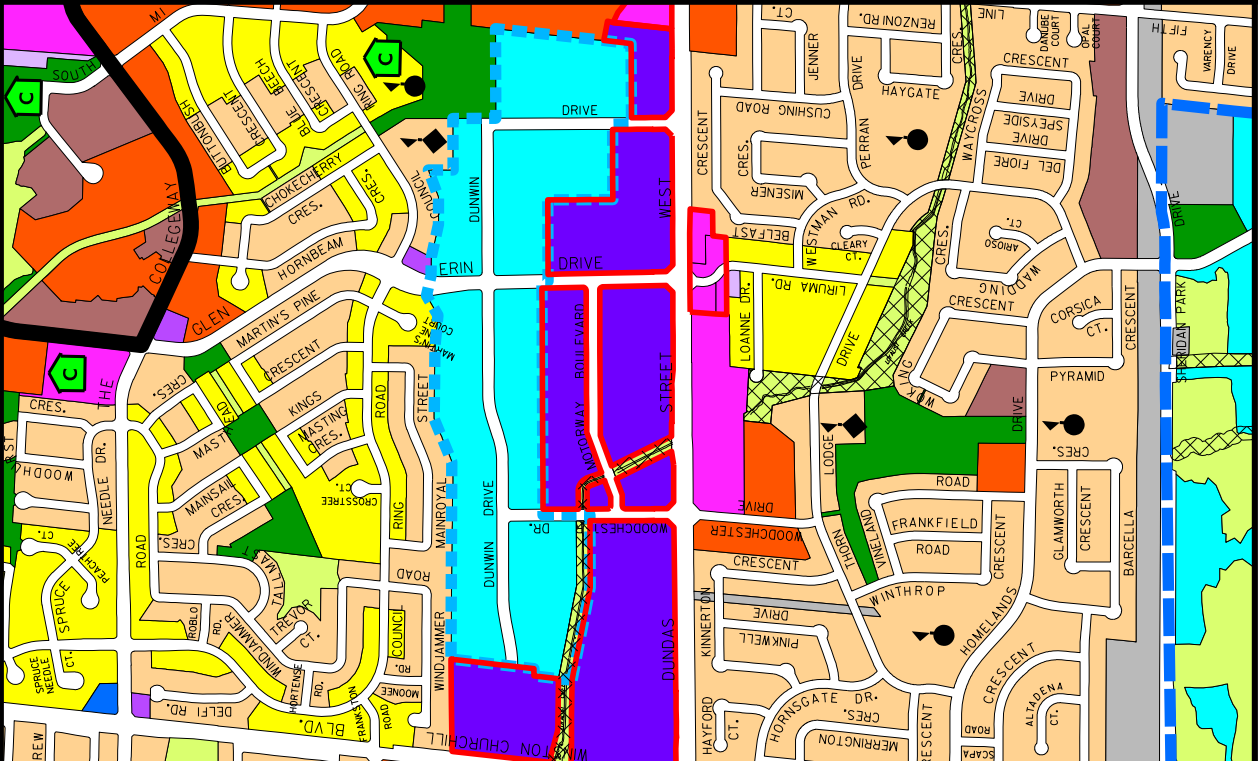


MAP 'B2'

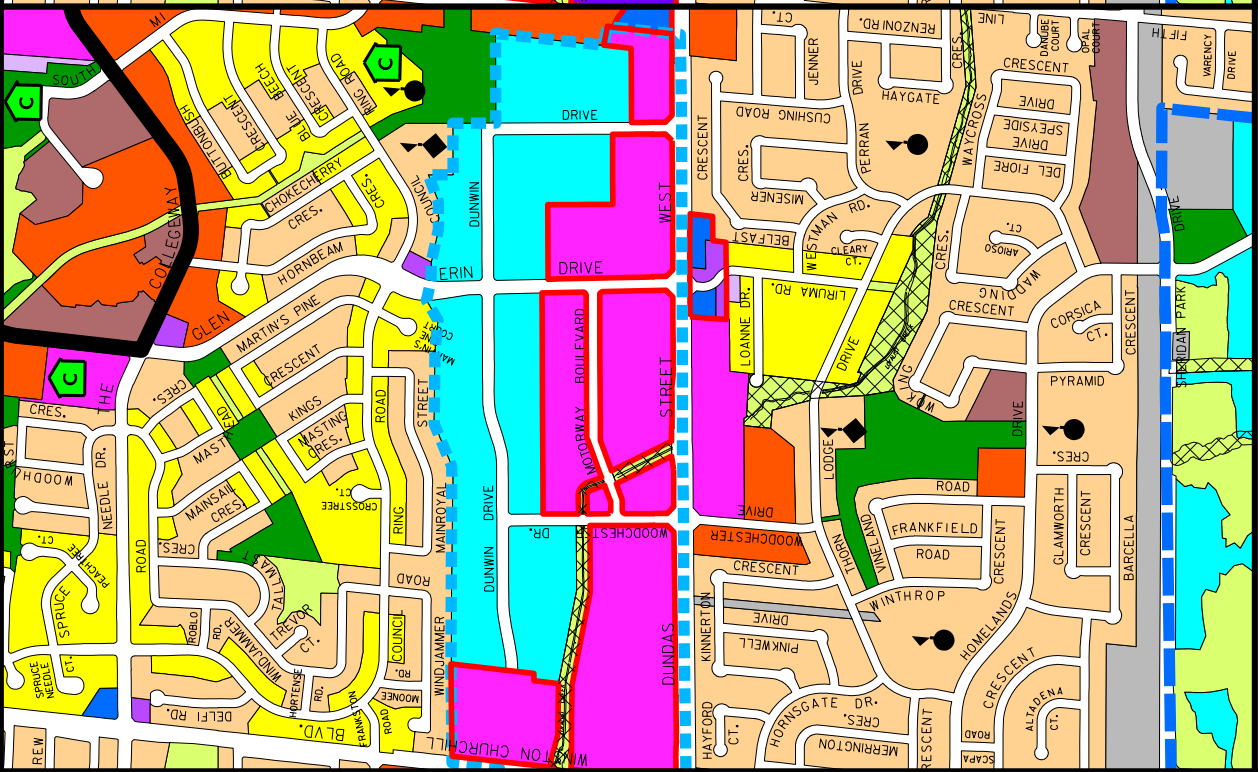
Part of Schedule 10
 Land Use Designations
 of Mississauga Official Plan



HeadProject\Report\Map\217222 Implementation OPA - Dundas Connects_RPT\Vector\Schedule 10_MAP B2.dgn



PROPOSED LAND USE DESIGNATION



EXISTING LAND USE DESIGNATION

LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

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

City Structure

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

AREA OF AMENDMENT

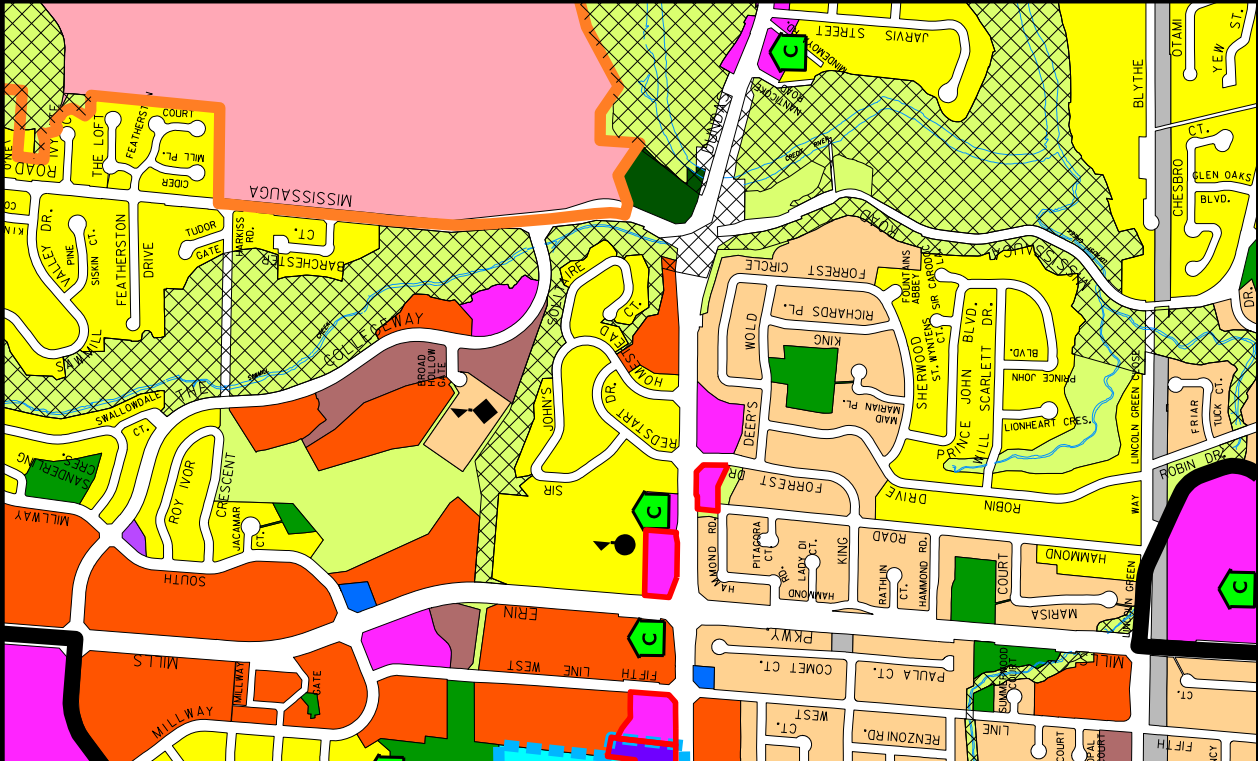
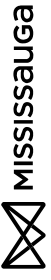
- FROM:
- RESIDENTIAL LOW DENSITY I
 - MIXED USE
 - CONVENIENCE COMMERCIAL
 - MOTOR VEHICLE COMMERCIAL
- TO:
- MIXED USE
 - MIXED USE LIMITED



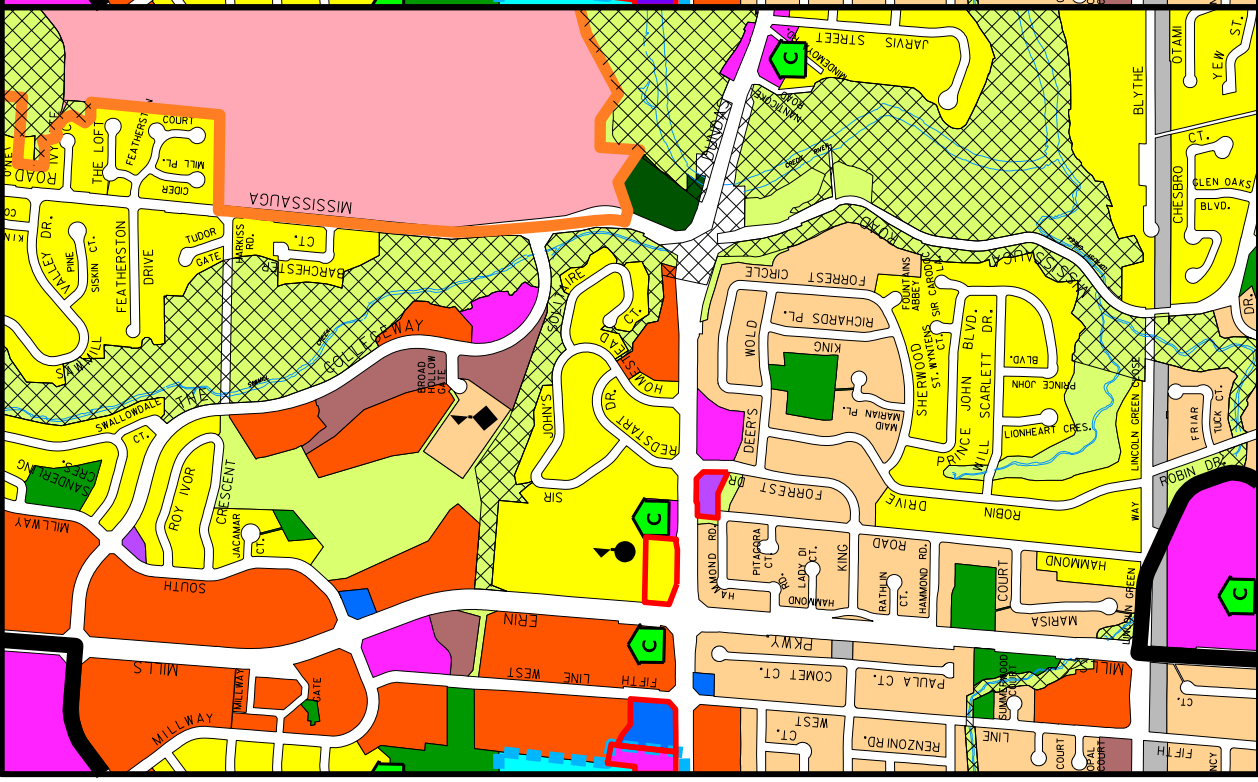
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MAP 'B3'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan



EXISTING LAND USE DESIGNATION



PROPOSED LAND USE DESIGNATION

LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

- Heritage Conservation District
- 1986 NEP/2000 NEF
- Composite Noise Contours
- LBPA Operating Area Boundary
- See Aircraft Noise Policies
- Area Exempt from LBPA Operating Area
- Natural Hazards
- City Centre (City Hall)
- City Centre Transit Termination
- GO Rail Transit Station
- Public School
- Catholic School
- Hospital
- Community Facilities

City Structure

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

AREA OF AMENDMENT

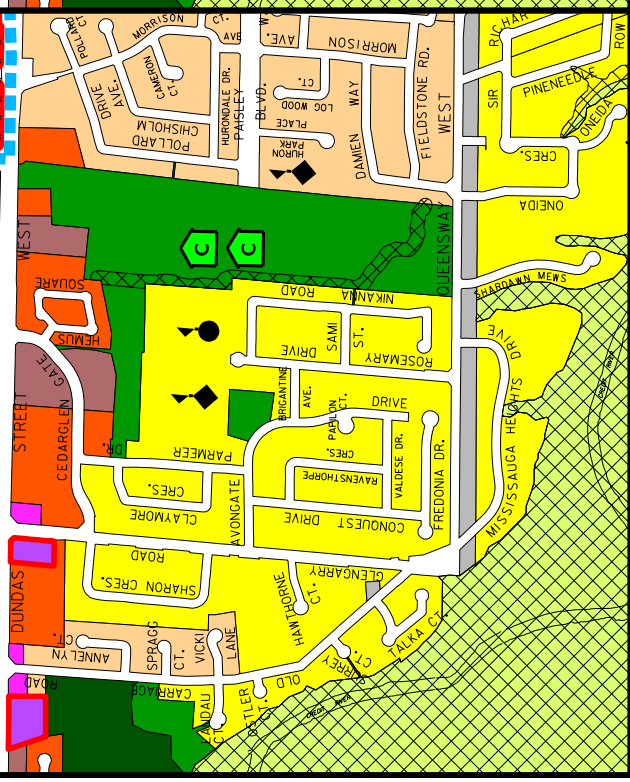
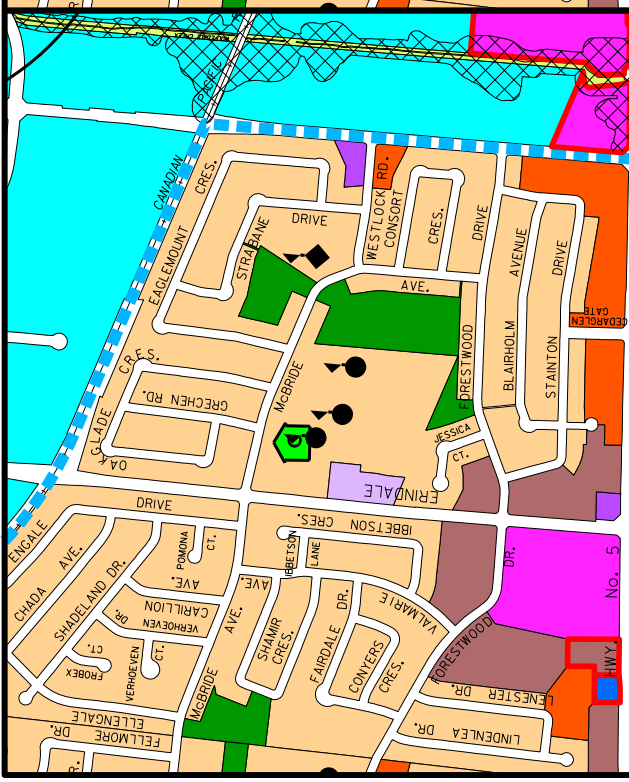
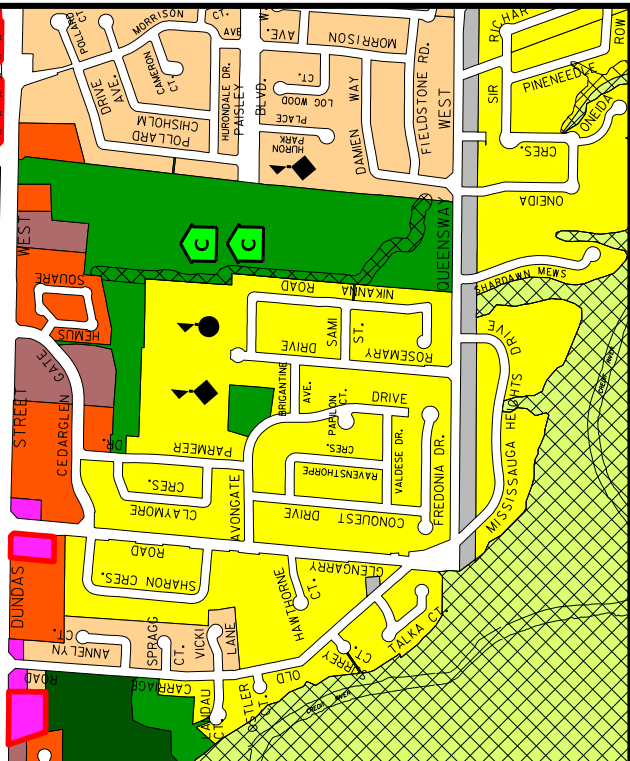
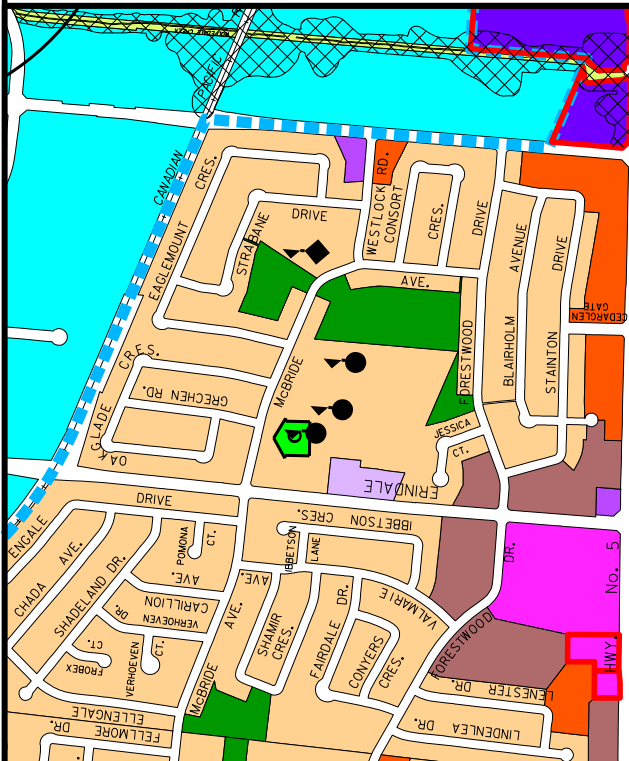
FROM:

- RESIDENTIAL HIGH DENSITY
- MIXED USE
- CONVENIENCE COMMERCIAL
- MOTOR VEHICLE COMMERCIAL

TO:

- MIXED USE
- MIXED USE LIMITED

MAP 'B4'
 Part of Schedule 10
 Land Use Designations
 of Mississauga Official Plan



PROPOSED LAND USE DESIGNATION

EXISTING LAND USE DESIGNATION

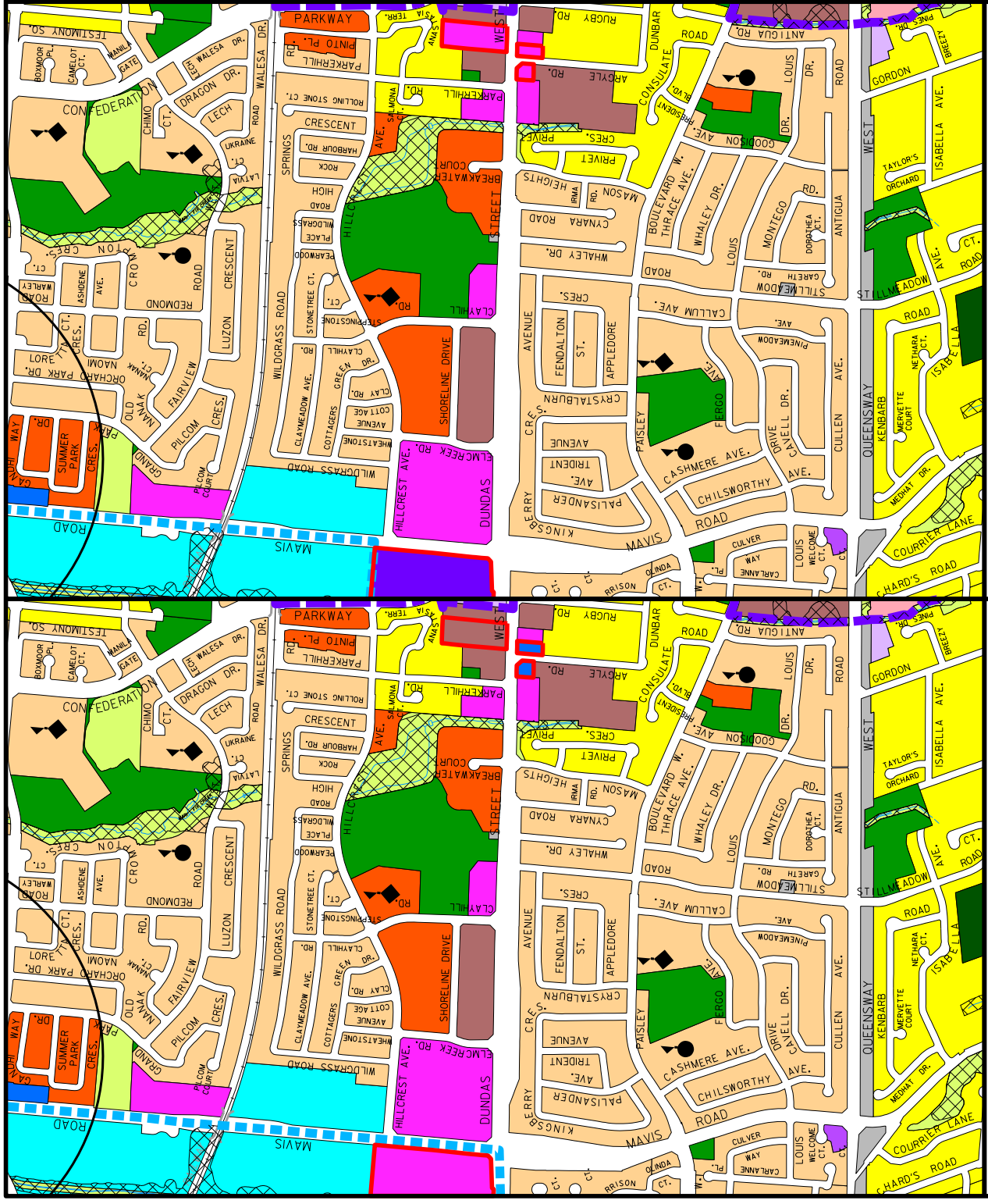
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 - Institutional
 - Public Open Space
 - Private Open Space
 - Greenlands
 - Parkway Belt West
 - Utility

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

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

- 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



PROPOSED LAND USE DESIGNATION

EXISTING LAND USE DESIGNATION

LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

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

City Structure

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

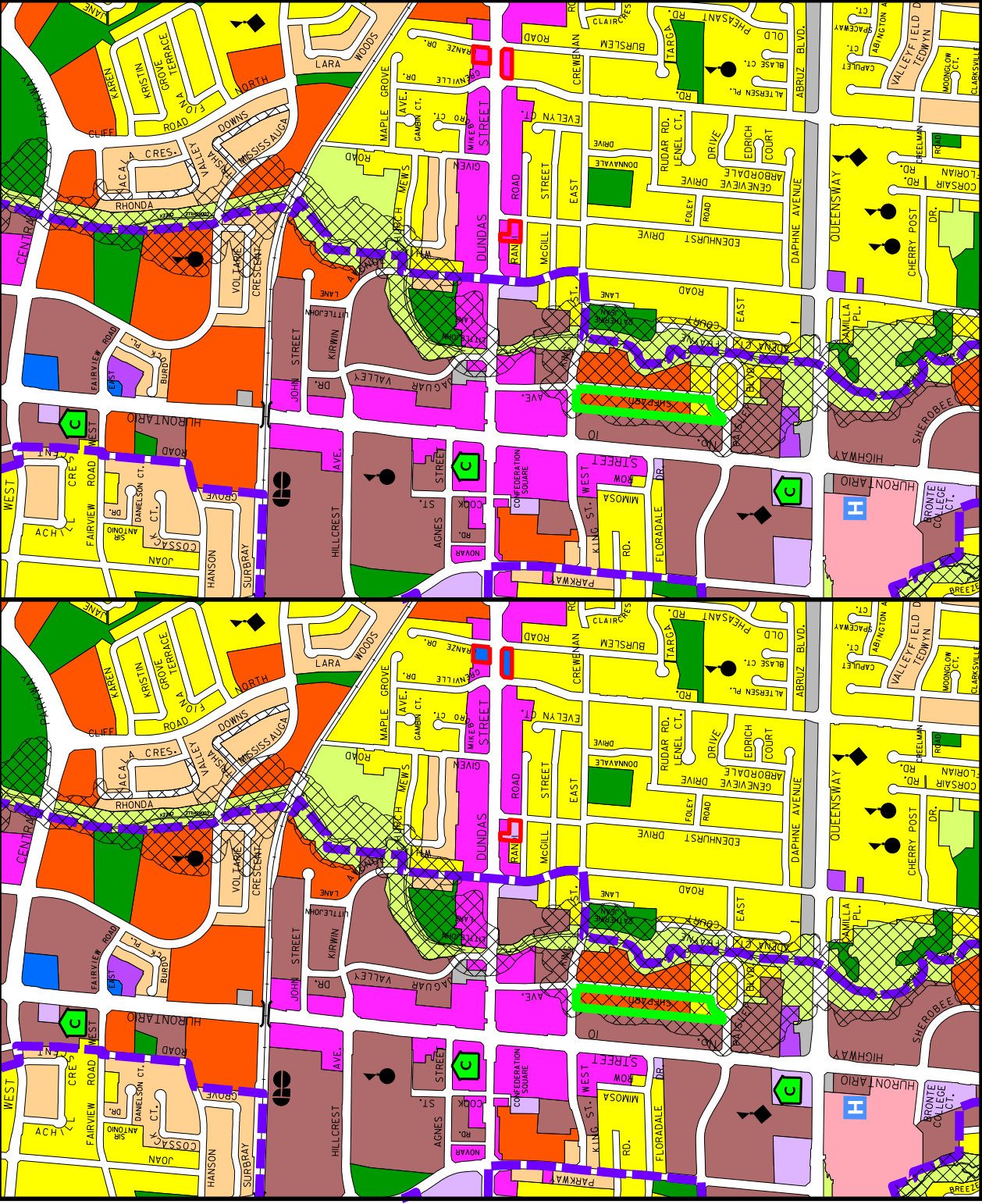
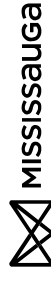
AREA OF AMENDMENT

- FROM:
- MOTOR VEHICLE COMMERCIAL
 - OFFICE
- TO:
- MIXED USE

Appealed to the Ontario Land Tribunal (OLT) Case Number PLS80724 (OLT 3 – City Plan)



MAP 'B6'
 Part of Schedule 10
 Land Use Designations
 of Mississauga Official Plan



PROPOSED LAND USE DESIGNATION

EXISTING LAND USE DESIGNATION

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

BASE MAP INFORMATION

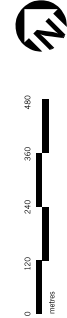
- Heritage Conservation District
- 1996 NEP/2000 NEF
- 30 Composite Noise Contours
- LBPIA Operating Area Boundary
- See Aircraft Noise Policies
- Area Exempt from LBPIA Operating Area
- Natural Hazards
- Civic Centre (City Hall)
- City Centre Transit Terminus
- GO Rail Transit Station
- Public School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

City Structure

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

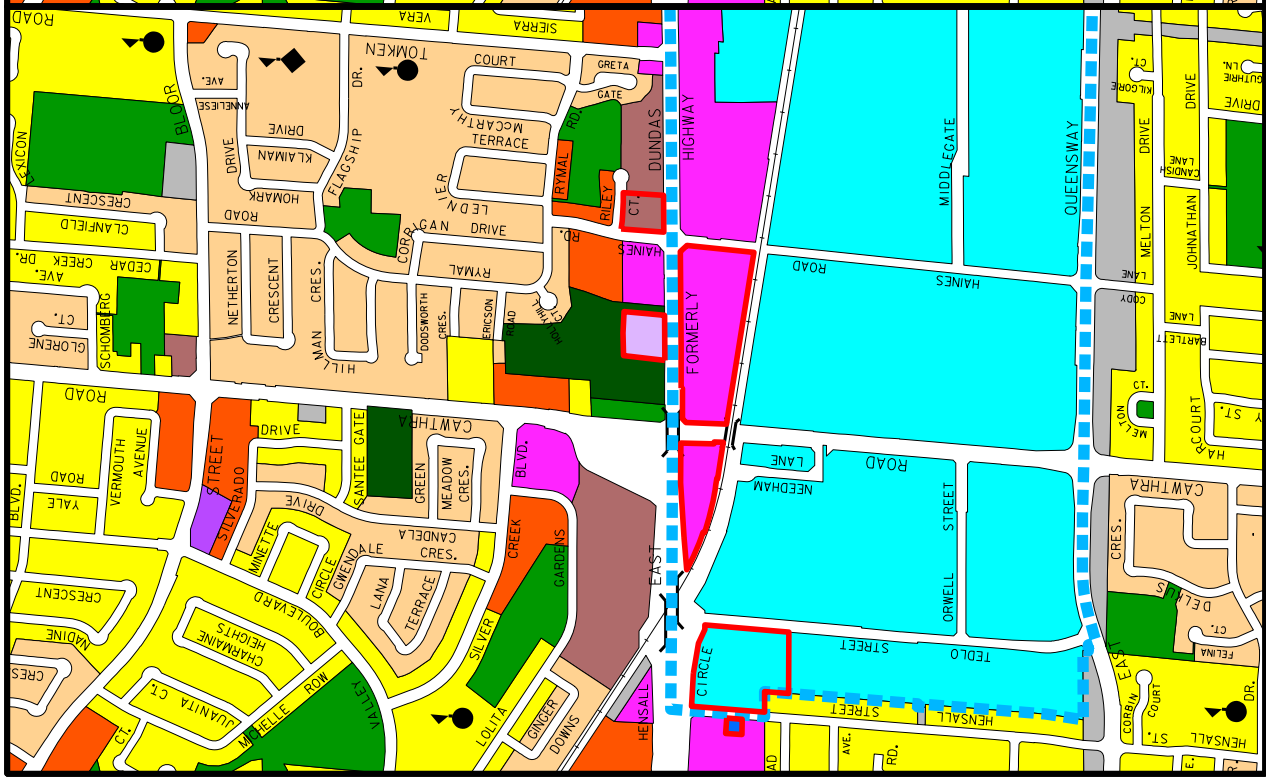
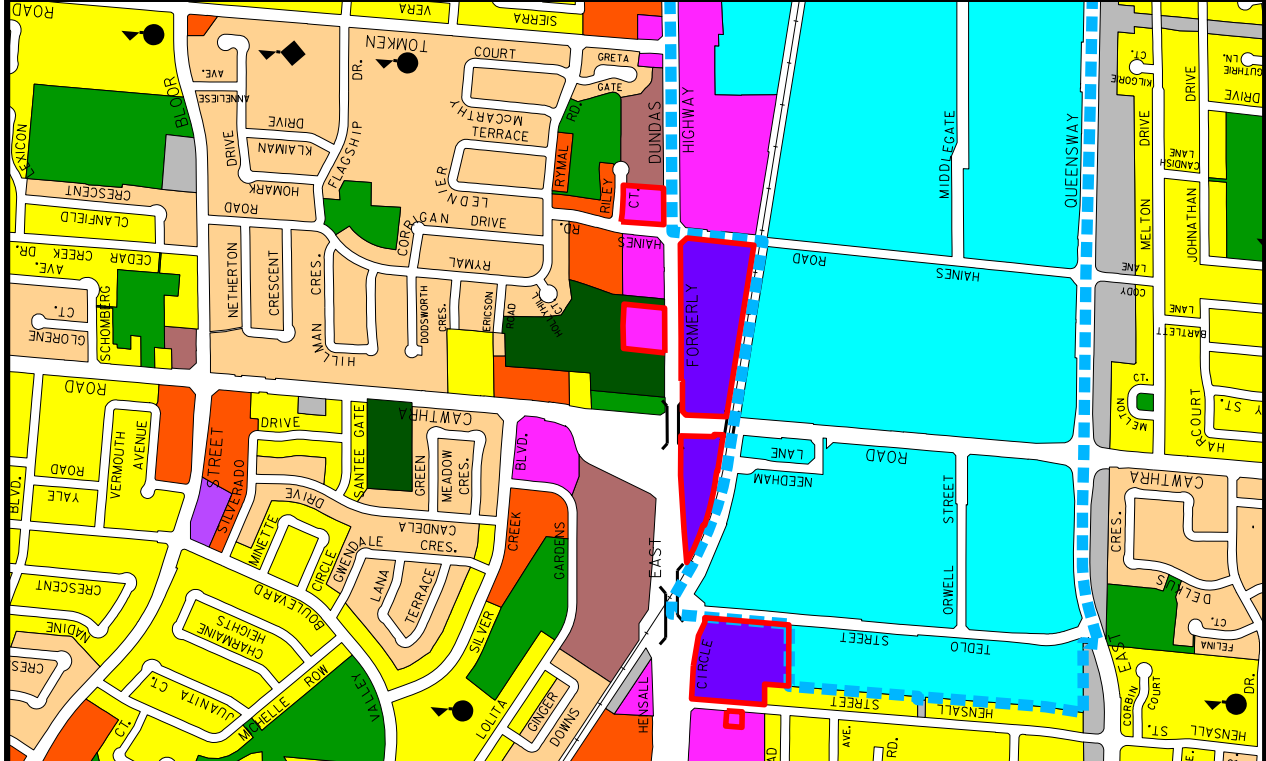
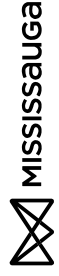
AREA OF AMENDMENT

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



MAP 'B7'

Part of Schedule 10
 Land Use Designations
 of Mississauga Official Plan



PROPOSED LAND USE DESIGNATION

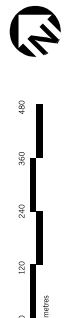
EXISTING LAND USE DESIGNATION

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

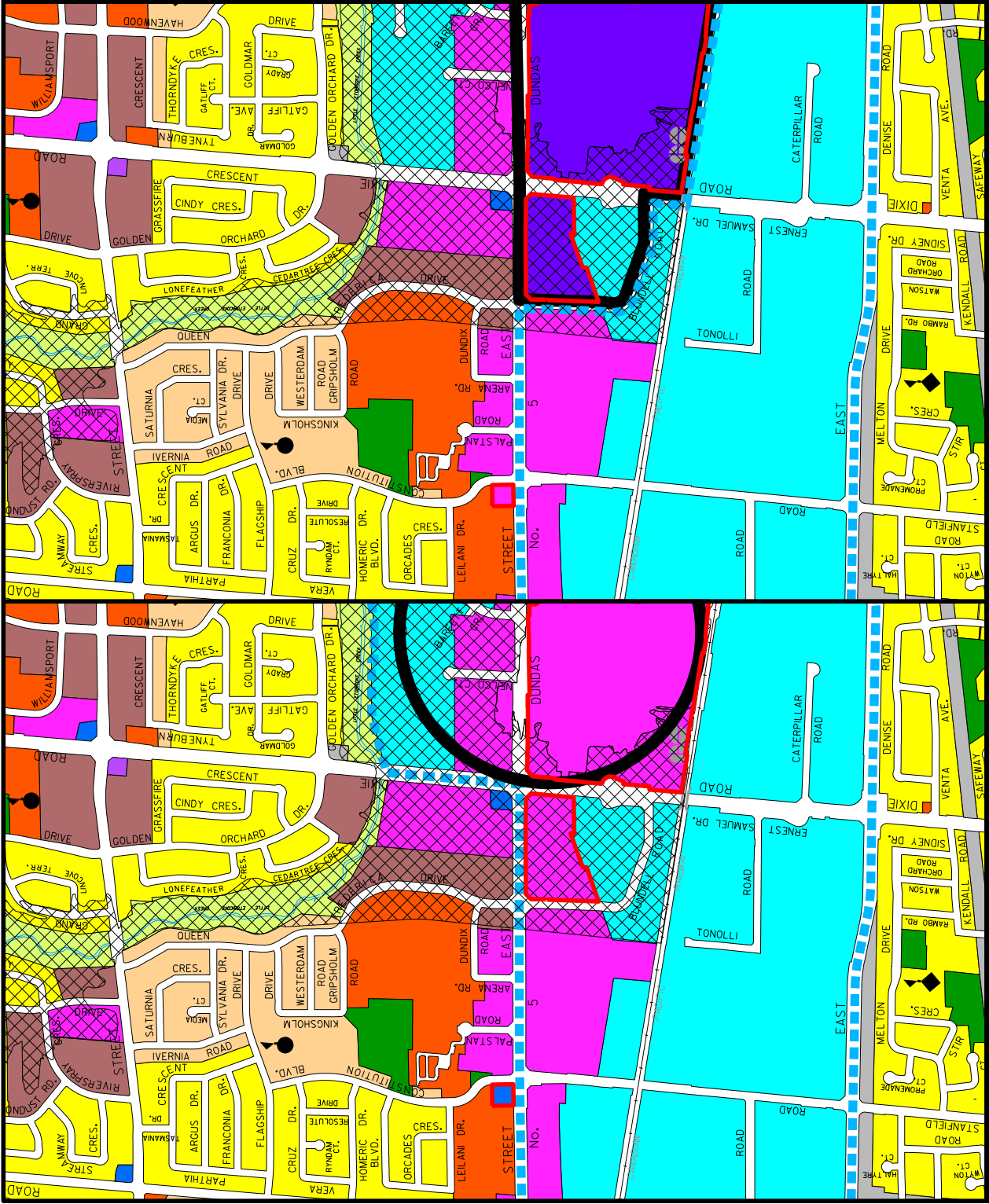
- ### BASE MAP INFORMATION
- Heritage Conservation District
 - Civic Centre (City Hall)
 - 1996 NEP/2000 NEF
 - City Centre Transit Termination
 - Composite Noise Contours
 - GO Rail Transit Station
 - LBPIA Operating Area Boundary
 - See Aircraft Noise Policies
 - Public School
 - Area Exempt from LBPIA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

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

- ### AREA OF AMENDMENT
- AREA OF AMENDMENT
- FROM:
- MIXED USE
 - MOTOR VEHICLE COMMERCIAL
- TO:
- MIXED USE
 - MIXED USE LIMITED



MAP 'B8'
 Part of Schedule 10
 Land Use Designations
 of Mississauga Official Plan



EXISTING LAND USE DESIGNATION

PROPOSED LAND USE DESIGNATION

LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

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

City Structure

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

AREA OF AMENDMENT

FROM:

- RESIDENTIAL LOW DENSITY II
- RESIDENTIAL MEDIUM DENSITY
- RESIDENTIAL HIGH DENSITY
- MIXED USE
- MIXED USE LIMITED

TO:

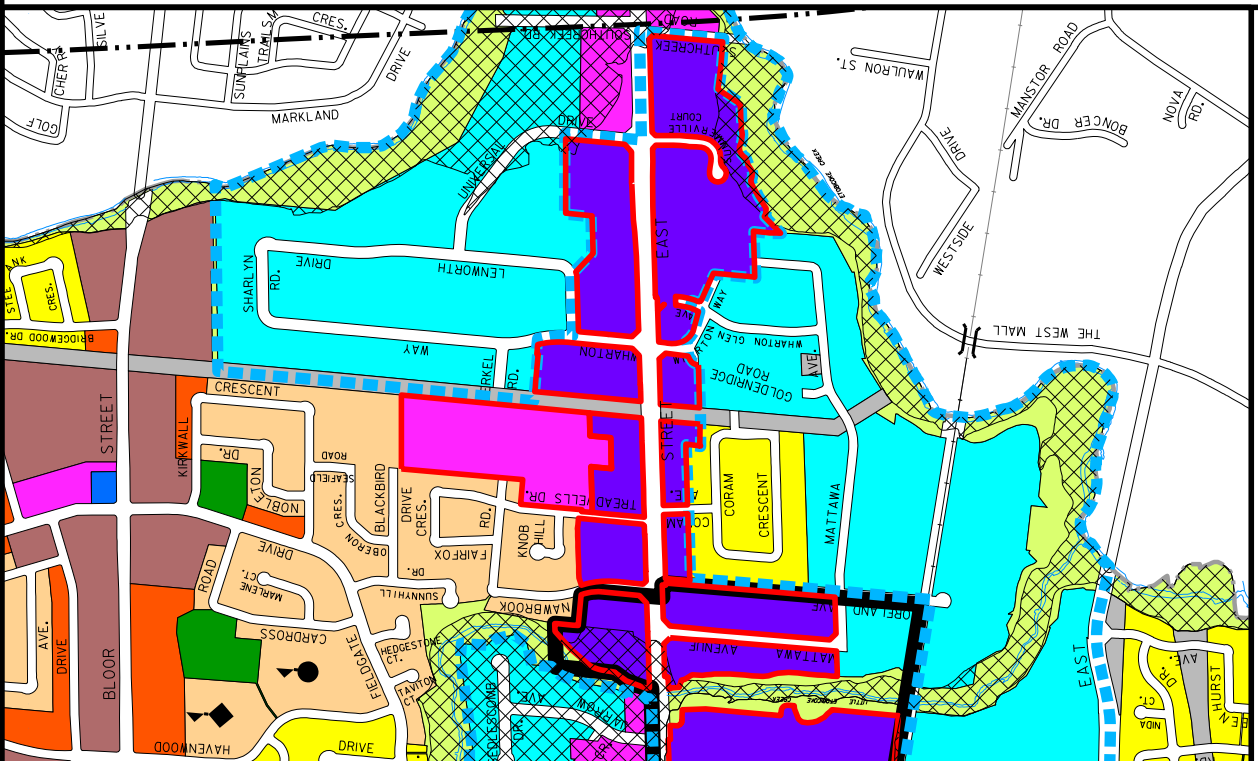
- MIXED USE
- MIXED USE LIMITED

Scale: 0 120 240 360 480 metres

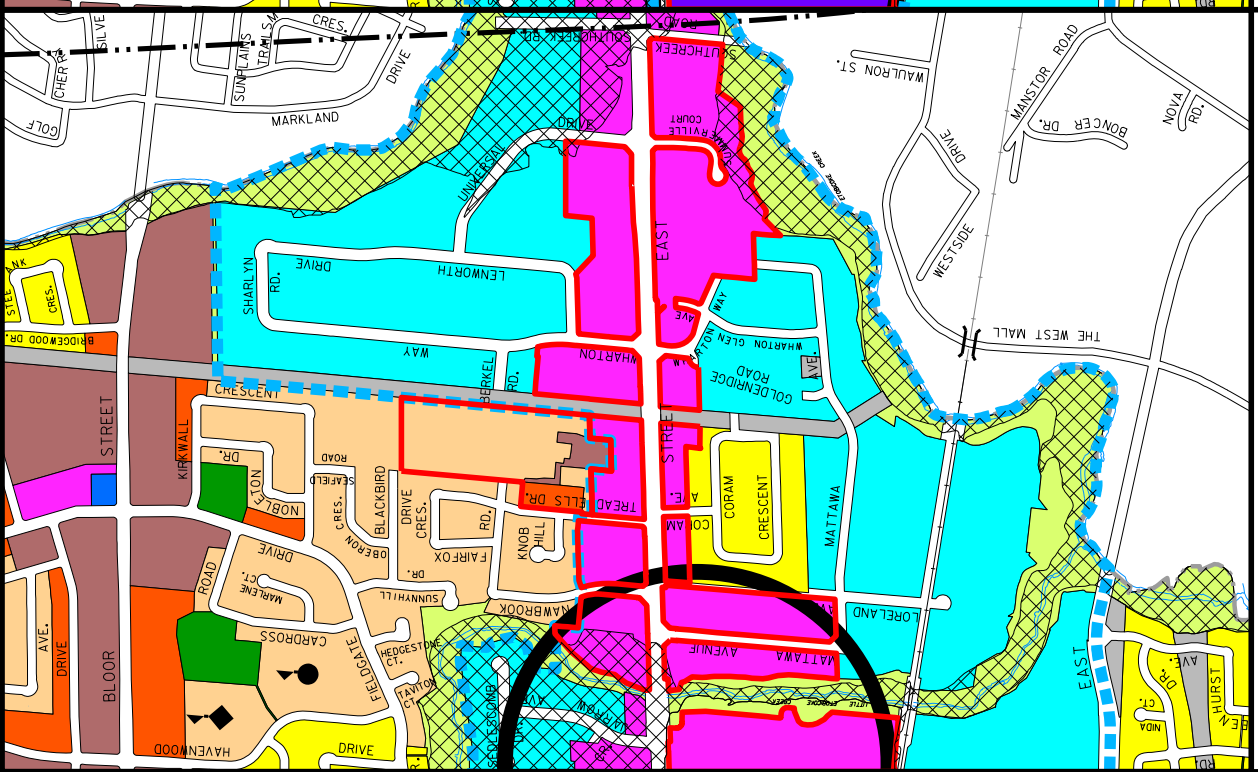
MAP 'B9'

Part of Schedule 10
 Land Use Designations
 of Mississauga Official Plan

MISSISSAUGA



PROPOSED LAND USE DESIGNATION



EXISTING LAND USE DESIGNATION



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 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.

Approved by Legal Services City Solicitor City of Mississauga
MEM
Michal E. Minkowski
Date: August 3, 2022
File: LA.07-CIT

Bonnie Crombie
MAYOR

W. J. Rusin
CLERK

Amendment No. 143
to
Mississauga Official Plan

By-law No. 0214-2022

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

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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.

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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 
MAYOR

Signed 
CLERK

Amendment No. 143
to
Mississauga Official Plan

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 Policy 5.3.4.6.
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. Section 5.3.6, Employment Areas, of Mississauga Official Plan, is hereby amended by deleting Policy 5.3.6.9, and renumbering Policy 5.3.6.10 as 5.3.6.9.
9. 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. 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. 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. 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. 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. 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.

15. Section 8.3.2, Transit Design, of Mississauga Official Plan, is hereby amended by deleting Policy 8.3.2.2.
16. 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.
17. 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.
18. Section 10.1, Introduction, of Mississauga Official Plan, is hereby amended by deleting the words "**Major Transit Station Areas**" in Policy 10.1.8.
19. 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. 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.
21. 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. 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. 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. 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. 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. 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. 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. Mississauga Official Plan, is hereby amended by deleting the words "transit supportive" throughout the Official Plan and replacing with "**transit-supportive**".

IMPLEMENTATION

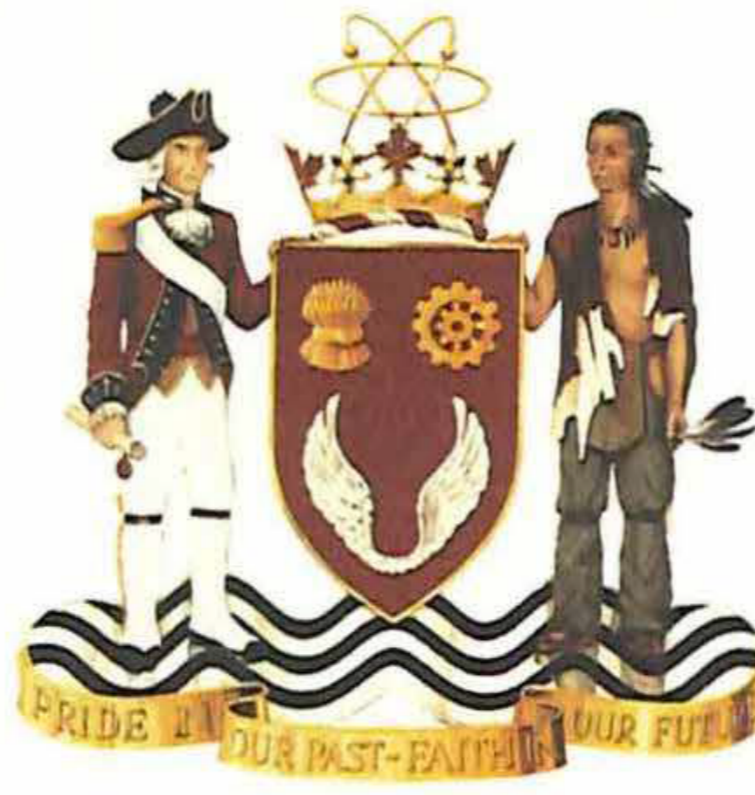
Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment.

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.



THE CORPORATION OF THE CITY OF MISSISSAUGA
BY-LAW NUMBER 0215-2022

A bylaw to Adopt Mississauga Official Plan Amendment No. 144

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, Council desires to adopt certain amendments to Mississauga Official Plan regarding changes and mapping modifications to implement City-wide protected major transit station area policies;

AND WHEREAS the approval of Amendment No. 144 to Mississauga Official Plan is required from the Regional Municipality of Peel, being the approval authority of Mississauga Official Plan and amendments with regards to protected major transit station area policies;

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.

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

1. The document attached hereto, constituting Amendment No. 144 to Mississauga Official Plan, is hereby adopted; and
2. That the Clerk is hereby directed to submit Amendment No. 144 to the Mississauga Official Plan to the Regional Municipality of Peel for approval.

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

Approved by Legal Services City Solicitor City of Mississauga
MEM
Michal E. Minkowski
Date: August 3, 2022
File: LA.07-CIT

Bonnie Crombie
MAYOR

W. P. Minkowski
CLERK

Amendment No. 144
to
Mississauga Official Plan

Bylaw No. 0215-2022

A bylaw to Adopt Mississauga Official Plan Amendment No. 144

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, Council desires to adopt certain amendments to Mississauga Official Plan regarding changes and mapping modifications to implement city-wide protected major transit station area policies;

AND WHEREAS the approval of Amendment No. 144 to Mississauga Official Plan is required from the Regional Municipality of Peel, being the approval authority of Mississauga Official Plan and amendments with regards to protected major transit station area policies;

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.

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

1. The document attached hereto, constituting Amendment No. 144 to Mississauga Official Plan, is hereby adopted; and

2. That the Clerk is hereby directed to submit Amendment No. 144 to the Mississauga Official Plan to the Regional Municipality of Peel for approval.

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

Signed Bonnie Crombie
MAYOR

Signed [Signature]
CLERK

[Signature]
CERTIFIED A TRUE COPY
SACHA SMITH DEPUTY CLERK
CITY OF MISSISSAUGA

Amendment No. 144
to
Mississauga Official Plan

The following text and Maps "A", "B" and "C1" to "C18" attached constitute Amendment No. 144.

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 policies pertaining to Major Transit Station Areas across the city and to revise or add applicable schedules.

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

*Note: New Section 5.7 Major Transit Station Areas see Mississauga Official Plan Amendment No. 143

1. Section 5.7, Major Transit Station Areas, of Mississauga Official Plan, is hereby amended by adding the following after the fifth paragraph:

The **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 By-law 20-2022 is approved by the Minister of Municipal Affairs and Housing. In the event of a conflict between the Region of Peel Official Plan and City of Mississauga Official Plan, including **Protected Major Transit Station Area** delineated boundaries or minimum densities, the approved Region of Peel Official Plan policies of By-law 20-2022 will prevail.

2. Section 5.7.1, General, of Mississauga Official Plan, is hereby amended by adding the following policies:

5.7.1.2 Lands subject to the policies of this Section are shown on Schedule 2: Intensification Areas of this Plan.

5.7.1.3 All delineated **Major Transit Station Areas** in this Plan are **Protected Major Transit Station Areas**.

5.7.1.4 The boundaries of **Protected Major Transit Station Areas** are shown on Schedule 11: Protected Major Transit Station Areas (including Schedules 11a to 11r), and referenced in Table 5-2: Protected Major Transit Station Areas.

*Note: Mixed Use Limited policies, see Mississauga Official Plan Amendment No. 142

3. Section 5.7, Major Transit Station Areas, of Mississauga Official Plan, is hereby amended by adding the following sections:

5.7.2 Land Uses

5.7.2.1 The authorized uses of land are as identified by the land use designations shown on Schedule 11: Protected Major Transit Station Areas (including Schedules 11a to 11r), and referenced in Table 5-2: Protected Major Transit Station Areas. The associated land use permissions are as per Part 3: Land Use Designations of this Plan, and applicable Local Area Plans, City Structure and Character Areas policies.

5.7.2.2 Redevelopment within Mixed Use, Mixed Use Limited, and Downtown Mixed Use designated lands that results in a loss of non-

residential floor space, will not be permitted unless it can be demonstrated that the planned function of the non-residential component will be maintained or replaced as part of the redevelopment.

5.7.2.3 Maintaining the non-residential planned function means providing:

- a. a concentration of convenient, easily accessible office, retail and service commercial uses that meet the needs of local residents and employees; and
- b. employment opportunities, such as office, recreation, and institutional jobs.

5.7.2.4 Development will contribute towards the creation of **transit-supportive** communities by:

- a. including a broad and balanced mix of land uses, with a range of residential and non-residential uses;
- b. providing housing choices to facilitate affordable housing options with a mix of tenure, affordable rental and ownership options for lower and middle income households;
- c. including a range of employment uses to achieve a well balanced mix of office and retail uses;
- d. recognizing that some **Protected Major Transit Station Areas** will have limited opportunities to accommodate a mix of uses and varying building forms due to the existing and planned context;
- e. being subject to required land use compatibility assessments as identified by the City;
- f. protecting and mitigating against natural hazards including flood risk;
- g. identifying, protecting, restoring, and enhancing the Natural Heritage System and the Water Resource System, and promoting the establishment of natural linkages; and
- h. providing high quality and pedestrian friendly public realm improvements to enhance connections to transit stations.

5.7.3 Density

5.7.3.1 The required minimum residents and jobs combined per hectare for each **Protected Major Transit Station Area** are shown in Table 5-2: Protected Major Transit Station Areas.

5.7.3.2 New development will be planned for, in conjunction with existing development densities, to achieve the minimum residents and jobs

combined per hectare, through the building height requirements shown on Schedule 11: Protected Major Transit Station Areas, and the minimum **Protected Major Transit Station Area Floor Space Index (FSI)** shown in Table 5-2: Protected Major Transit Station Areas.

5.7.3.3 The minimum **Floor Space Index (FSI)** will be achieved over the long-term, and is a cumulative measure of planned density across the lands within a **Protected Major Transit Station Area**. Individual development proposals do not need to meet the minimum **Floor Space Index (FSI)** target.

5.7.4 Heights

5.7.4.1 Minimum and maximum building heights for **Protected Major Transit Station Areas** are shown on Schedule 11: Protected Major Transit Station Areas (including Schedules 11a to 11r), and referenced in Table 5-2: Protected Major Transit Station Areas.

4. Mississauga Official Plan, Chapter 5, Direct Growth, is hereby amended by adding Table 5-2: Protected Major Transit Station Areas, to the end of Section 5.7 Major Transit Station Areas:

Table 5-2: Protected Major Transit Station Areas

Transit Corridor	Protected Major Transit Station Areas	Reference Code*	Minimum Residents and Jobs Combined /Hectare*	Minimum Floor Space Index (FSI)	Land Use Schedule	Building Height Schedule
403 Transitway	Winston Churchill 403	403-2	90	1.00	11a	11a
403 Transitway	Erin Mills 403	403-3	160	1.00	11a	11a
403 Transitway	Creditview	403-4	50	1.00	11b	11b
403 Transitway	Tahoe	403-10	160	1.10	11c	11c
403 Transitway	Etobicoke Creek	403-11	160	1.40	11c	11c
403 Transitway	Spectrum	403-12	160	1.00	11c	11c
403 Transitway	Orbitor	403-13	160	1.00	11c	11c
403 Transitway	Renforth	403-14	160	1.30	11c	11c
403 Transitway	Central Parkway	403-6	80	1.00	11c	11c
403 Transitway	Cawthra 403	403-7	50	1.00	11c	11c
403 Transitway	Tomken 403	403-8	90	1.00	11c	11c
403 Transitway	Dixie 403	403-9	130	1.40	11c	11c
407 Bus Rapid Transit	Britannia 407	407-1	160	1.00	11d	11d
407 Bus Rapid Transit	Derry 407	407-2	160	1.00	11d	11d
Dundas Street Bus Rapid Transit	Ridgeway	DUN-1	160	1.20	11e	11e
Dundas Street Bus Rapid Transit	Winston Churchill	DUN-2	160	1.00	11e	11e
Dundas Street Bus Rapid Transit	Glen Erin	DUN-3	160	1.00	11e	11e
Dundas Street Bus Rapid Transit	Erin Mills	DUN-4	100	1.00	11e	11e
Dundas Street Bus Rapid Transit	UTM	DUN-5	50	1.00	11e	11e
Dundas Street Bus Rapid Transit	Confederation Parkway	DUN-10	160	1.00	11f	11f
Dundas Street Bus Rapid Transit	Credit Woodlands	DUN-6	100	1.00	11f	11f
Dundas Street Bus Rapid Transit	Erindale Station	DUN-7	160	1.00	11f	11f
Dundas Street Bus Rapid Transit	Wolfedale	DUN-8	160	1.00	11f	11f
Dundas Street Bus Rapid Transit	Clayhill	DUN-9	100	1.00	11f	11f
Dundas Street Bus Rapid Transit	Kirwin	DUN-12	160	1.00	11g	11g
Dundas Street Bus Rapid Transit	Grenville	DUN-13	160	1.00	11g	11g
Dundas Street Bus Rapid Transit	Cawthra	DUN-14	160	1.00	11g	11g

Dundas Street Bus Rapid Transit	Tomken	DUN-15	160	1.00	11g	11g
Dundas Street Bus Rapid Transit/ Milton GO Rail	Dixie GO	DUN-16/ MIL-6	160	1.00	11g	11g
Dundas Street Bus Rapid Transit	Wharton	DUN-17	160	1.00	11g	11g
Hurontario Light Rail Transit	Britannia	HLRT-16	160	1.00	11h	11h
Hurontario Light Rail Transit	Courtney Park	HLRT-17	160	1.00	11h	11h
Hurontario Light Rail Transit	Derry	HLRT-18	160	1.00	11h	11h
Hurontario Light Rail Transit	Highway 407	HLRT-19	160	1.00	11h	11h
Hurontario Light Rail Transit	Matheson	HLRT-15	160	1.00	11h	11h
Hurontario Light Rail Transit	Eglinton	HLRT-13	300	1.40	11i	11i
Hurontario Light Rail Transit	Bristol	HLRT-14	160	1.00	11i	11i
Hurontario Light Rail Transit	Duke of York	HLRT-10	400	1.80	11j	11j
Hurontario Light Rail Transit	City Centre	HLRT-11/ 403-5	400	1.80	11j	11j
Hurontario Light Rail Transit	Robert Speck	HLRT-12	/400	1.50	11j	11j
Hurontario Light Rail Transit	Burnhamthorpe	HLRT-8	400	1.00	11j	11j
Hurontario Light Rail Transit	Main	HLRT-9	400	1.00	11j	11j
Hurontario Light Rail Transit	Fairview	HLRT-7	300	1.00	11k	11k
Hurontario Light Rail Transit/ Milton GO Rail	Cooksville GO	HLRT-6/ MIL-5	300	1.10	11m	11l
Hurontario Light Rail Transit	Dundas	HLRT-5	300	1.40	11m	11l
Hurontario Light Rail Transit	Queensway	HLRT-4	300	1.00	11m	11l
Hurontario Light Rail Transit	North Service	HLRT-3	300	1.00	11m	11l
Hurontario Light Rail Transit	Mineola	HLRT-2	50	1.00	11o	11n
Hurontario Light Rail Transit/ Lakeshore West GO Rail	Port Credit	HLRT-1/ LWGO-1	200	1.30	11o	11n
Kitchener GO Rail	Malton GO	KIT-1	100	1.00	11p	11p
Lakeshore Bus Rapid Transit	Dixie Lakeshore	LBRT-1	160	1.00	11q	11q
Lakeshore Bus Rapid Transit	Haig	LBRT-2	300	1.00	11q	11q
Lakeshore Bus Rapid Transit	Lakefront Promenade	LBRT-3	160	1.00	11q	11q
Lakeshore West GO Rail	Clarkson GO	LWGO-2	150	1.00	11r	11r

*Reference Code and Minimum Density Targets as per Region of Peel Official Plan

5. Section 9.2.1, Intensification Areas, of Mississauga Official Plan, is hereby amended by deleting Policy 9.2.1.8, and renumbering 9.2.1.9 to 9.2.1.39 as 9.2.1.8 to 9.2.1.38.
6. Section 15.3, Gateway Corporate, of Mississauga Official Plan, is hereby amended by deleting Policy 15.3.2.4.b and renumbering 15.3.2.4.c to 15.3.2.4.e as 15.3.2.4.b to 15.3.2.4.d.
7. Schedule 2, Intensification Areas, of Mississauga Official Plan, is hereby amended by adding the defined boundaries of identified Protected Major Transit Station Areas and Planned Major Transit Station Areas, as shown on Map "A" of this Amendment.
8. Mississauga Official Plan is hereby amended by adding Schedule 11, Protected Major Transit Station Areas, as shown on Map "B" of this Amendment.
9. Mississauga Official Plan is hereby amended by adding Schedules 11a to 11r, as shown on Maps "C1" to C18" of this Amendment.

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.

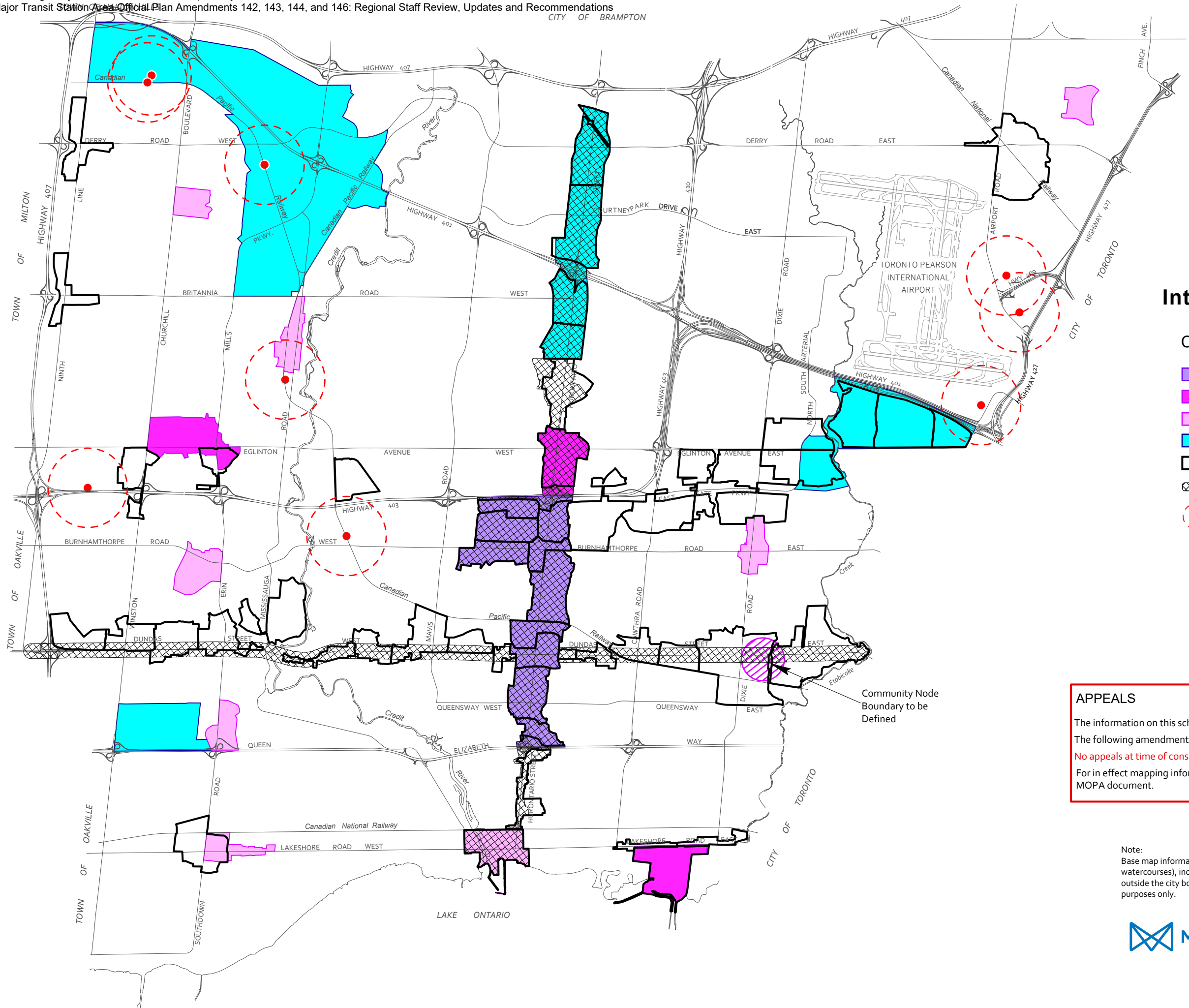
The provisions of this Amendment shall not come into force and effect until the Major Transit Station Area policies of the Region of Peel Official Plan adopted by By-law 20-2022 is approved by the Minister of Municipal Affairs and Housing.

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.



0 500 1000 1500 2000
metres

MAP 'A' Schedule 2 Intensification Areas

- City Structures**
- Downtown
 - Major Node
 - Community Node
 - Corporate Centre
 - Protected Major Transit Station Area
 - Intensification Corridor
 - Planned Major Transit Station Area with 800m radius

APPEALS

The information on this schedule reflects Council adopted amendments. The following amendments are under appeal and affect this schedule:

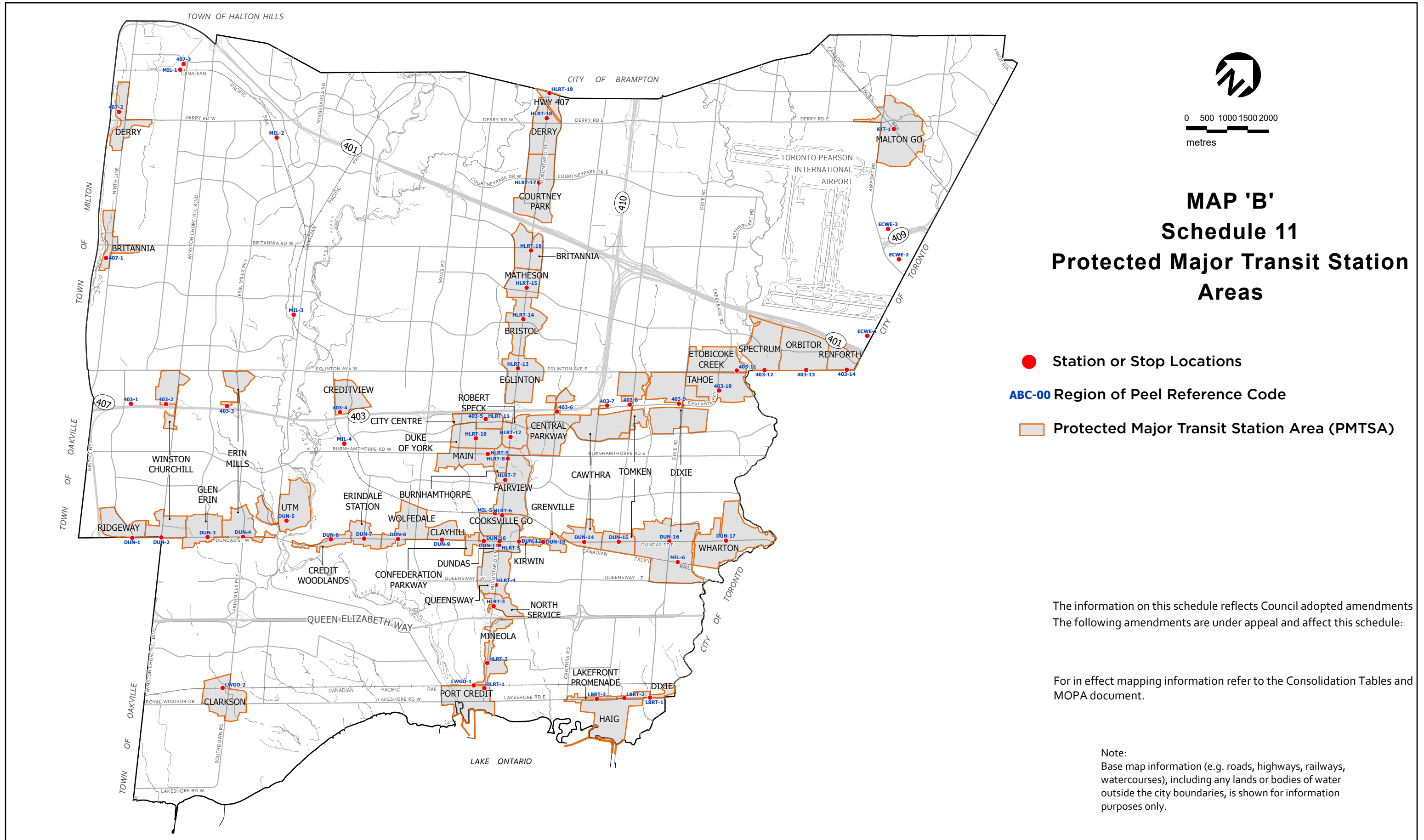
No appeals at time of consolidation

For in effect mapping information refer to the Consolidation Tables and MOPA document.

Community Node
Boundary to be
Defined

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





- Station or Stop Locations
- ABC-00 Region of Peel Reference Code
- Protected Major Transit Station Area (PMTSA)

The information on this schedule reflects Council adopted amendments
 The following amendments are under appeal and affect this schedule:

For in effect mapping information refer to the Consolidation Tables and
 MOPA document.

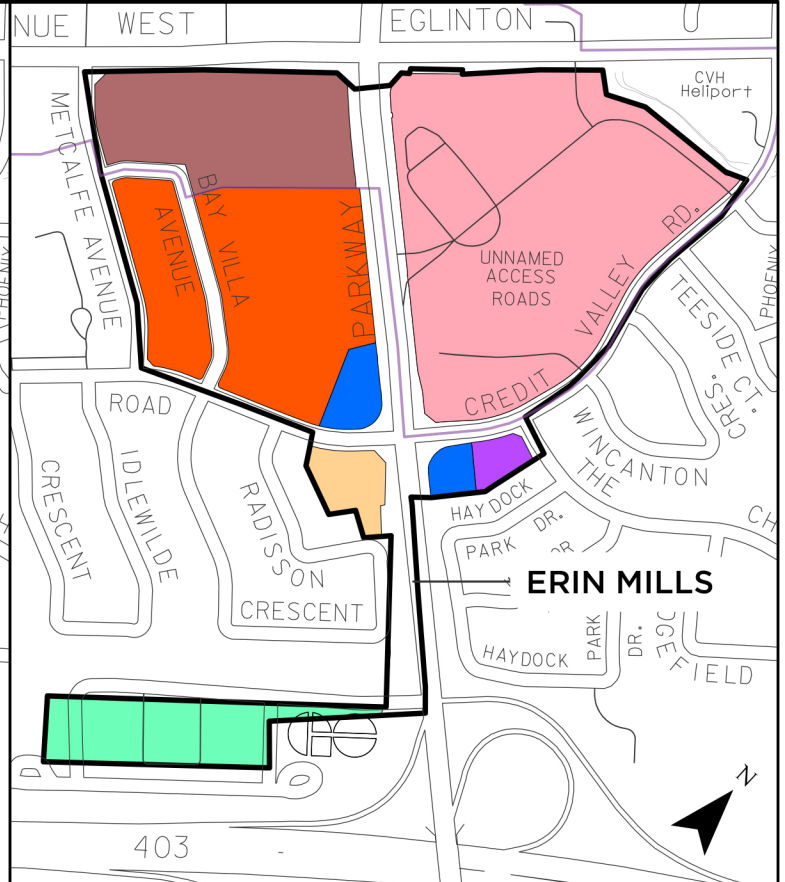
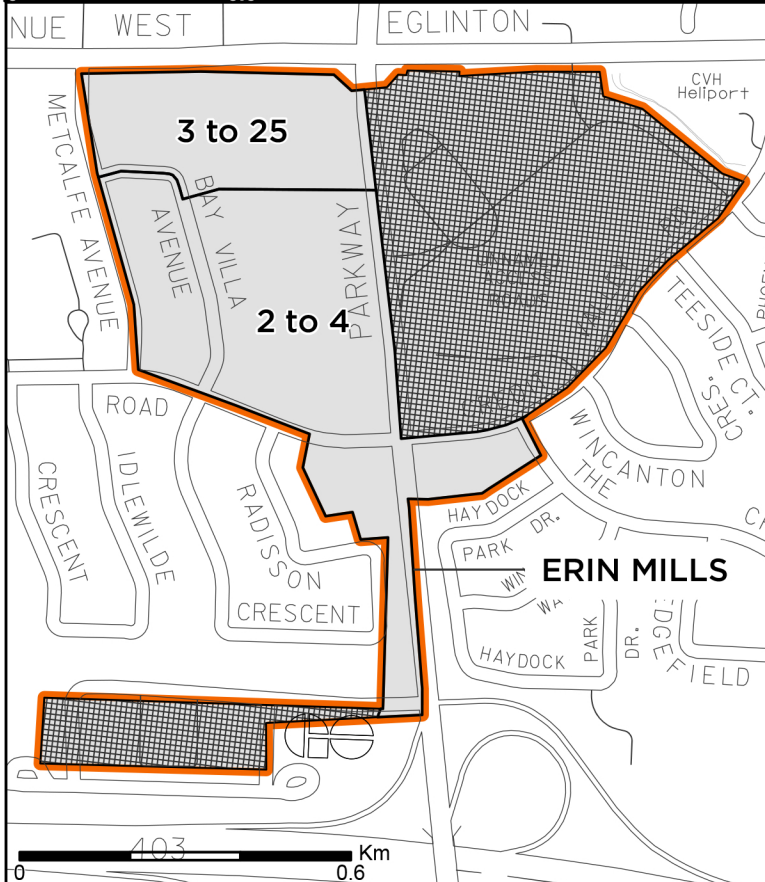
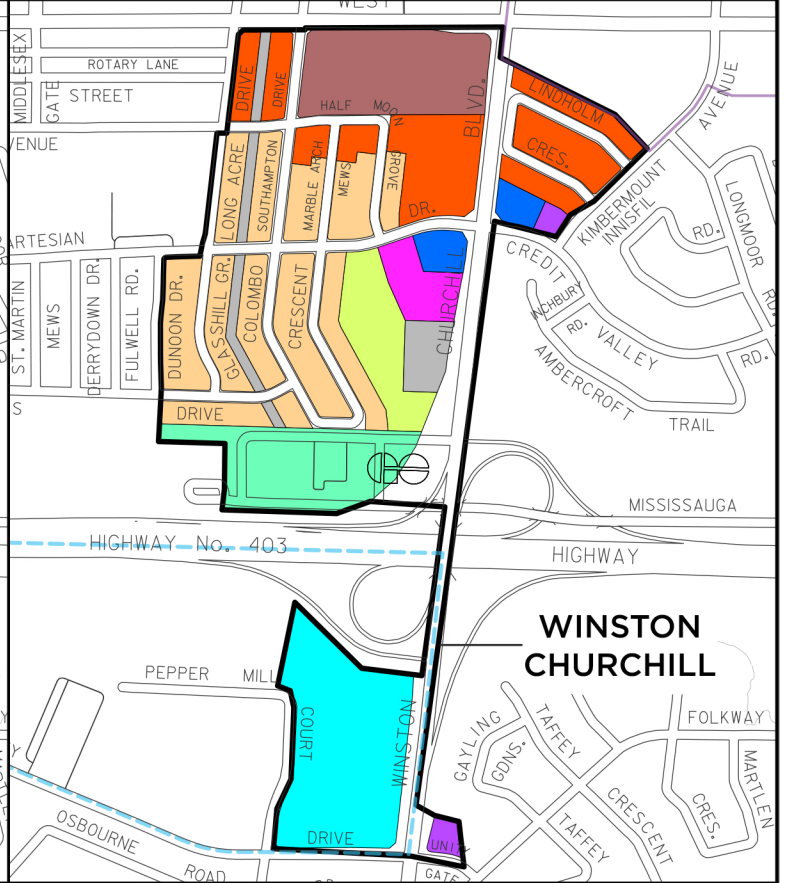
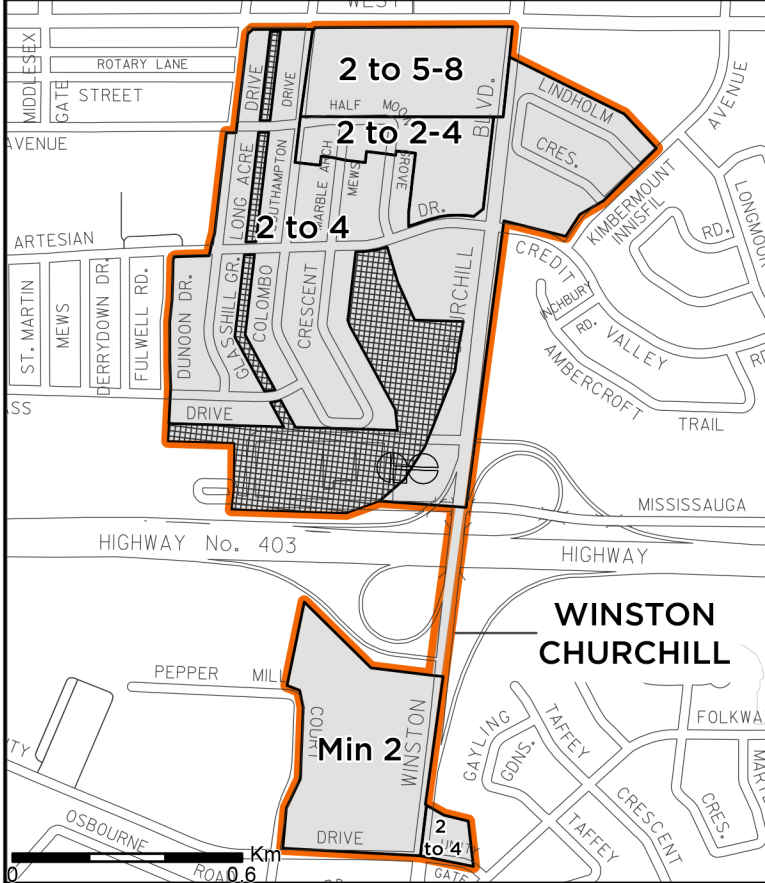
Note:
 Base map information (e.g. roads, highways, railways,
 watercourses), including any lands or bodies of water
 outside the city boundaries, is shown for information
 purposes only.

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11a (403 BRT- WINSTON CHURCHILL & ERIN MILLS)

BUILDING HEIGHT SCHEDULE

LAND USE SCHEDULE

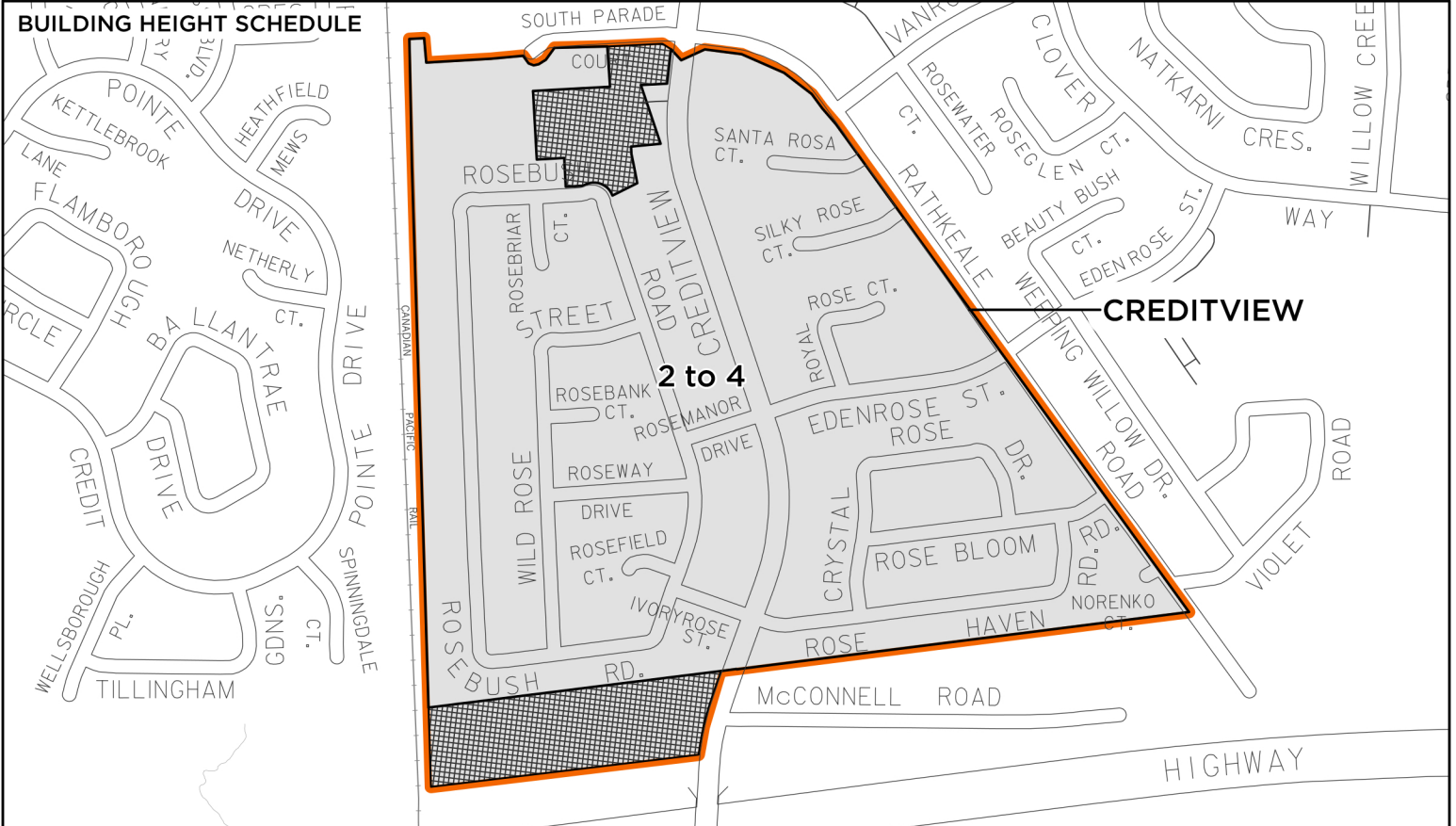


PMTSA Boundary (Height Map)	Convenience Commercial	Mixed Use	City Structure - Major Node
PMTSA Boundary (Land Use Map)	Greenlands	Motor Vehicle Commercial	City Structure - Employment Area
Min # to Max # (In Storeys)	Residential High Density	Parkway Belt West	Utility
Height Not Applicable	Residential Low Density II	Institutional	
Business Employment	Residential Medium Density		

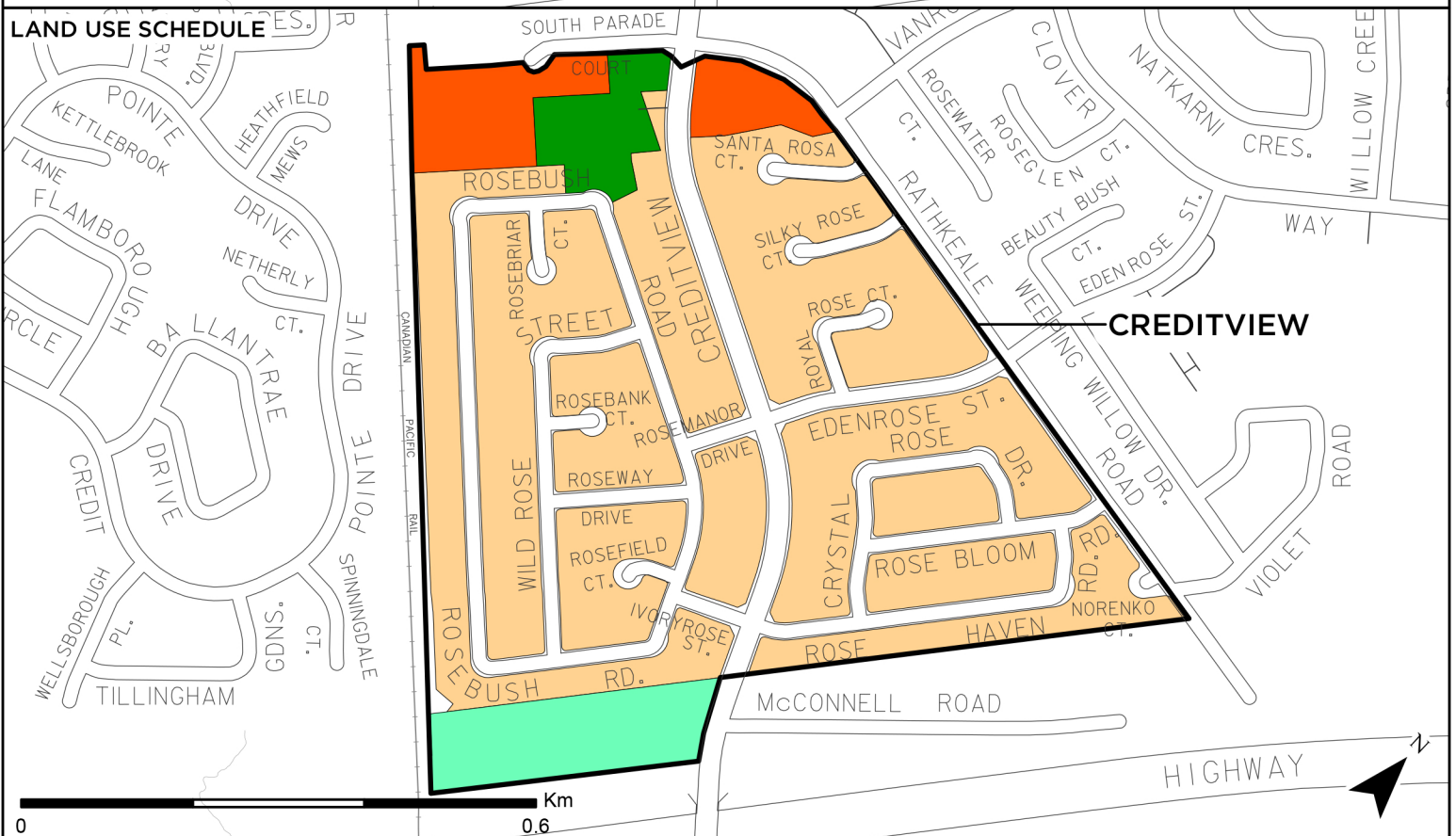
PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11b (403 BRT- CREDITVIEW)

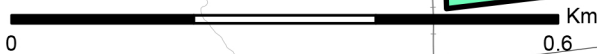
BUILDING HEIGHT SCHEDULE



LAND USE SCHEDULE



- PMTSA Boundary (Height Map)
- PMTSA Boundary (Land Use Map)
- Min # to Max # (In Storeys)
- Height Not Applicable
- Residential Low Density II
- Residential Medium Density
- Public Open Space
- Parkway Belt West

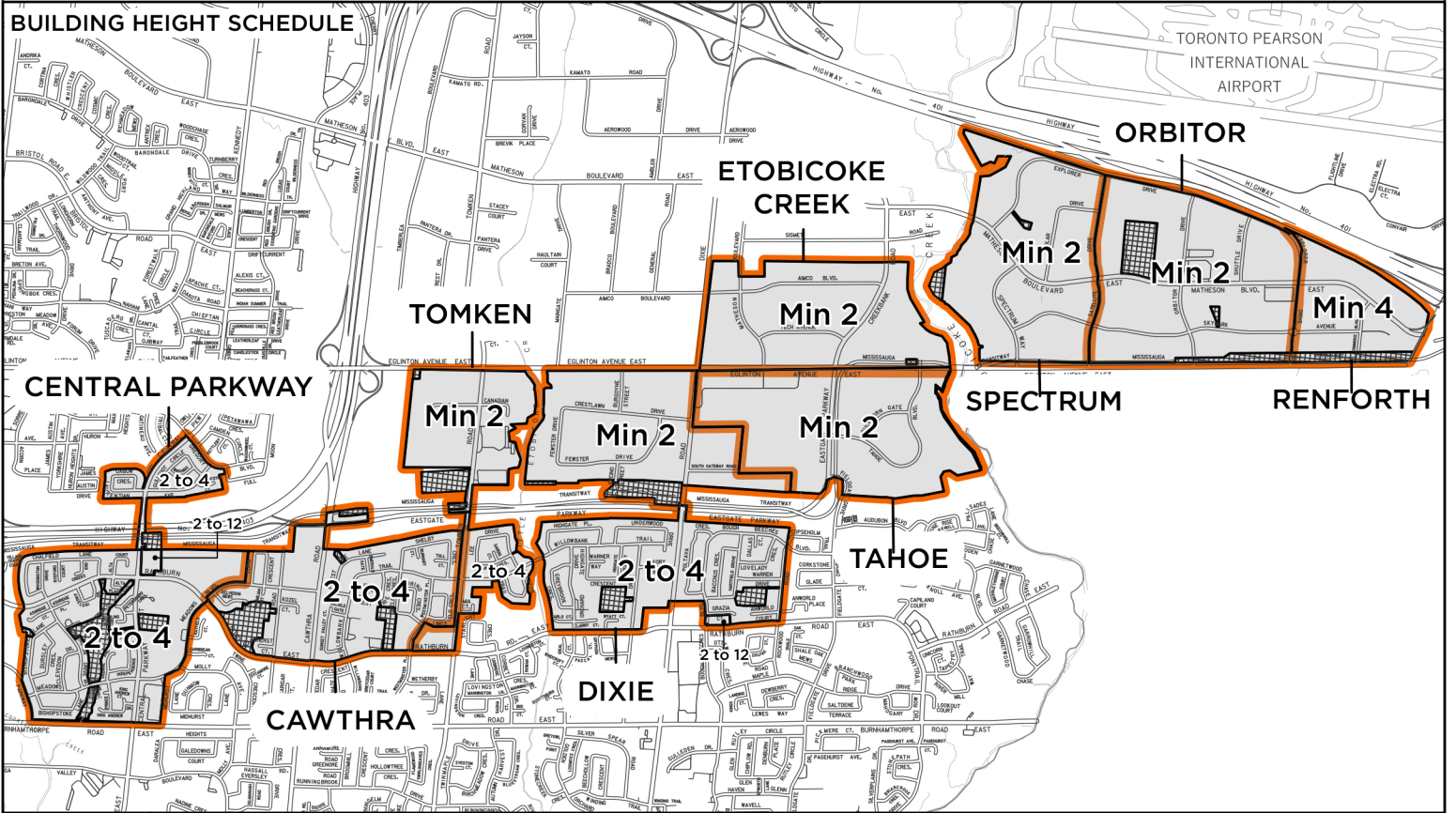


PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

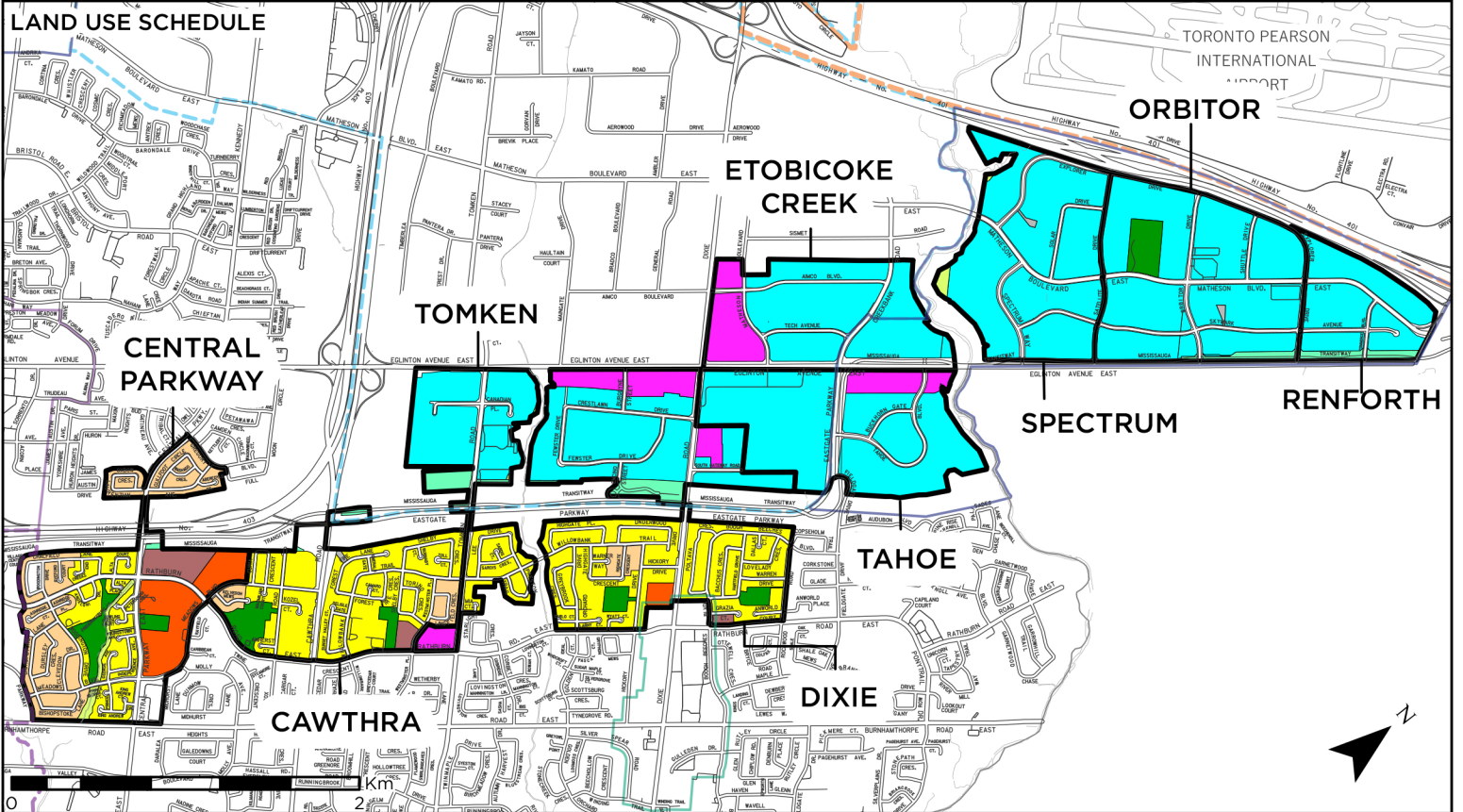
SCHEDULE 11c

(403 BRT- CENTRAL PARKWAY, CAWTHRA, TOMKEN, DIXIE, ETOBICOKE CREEK, SPECTRUM, ORBITOR, TAHOE, RENFORTH)

BUILDING HEIGHT SCHEDULE



LAND USE SCHEDULE

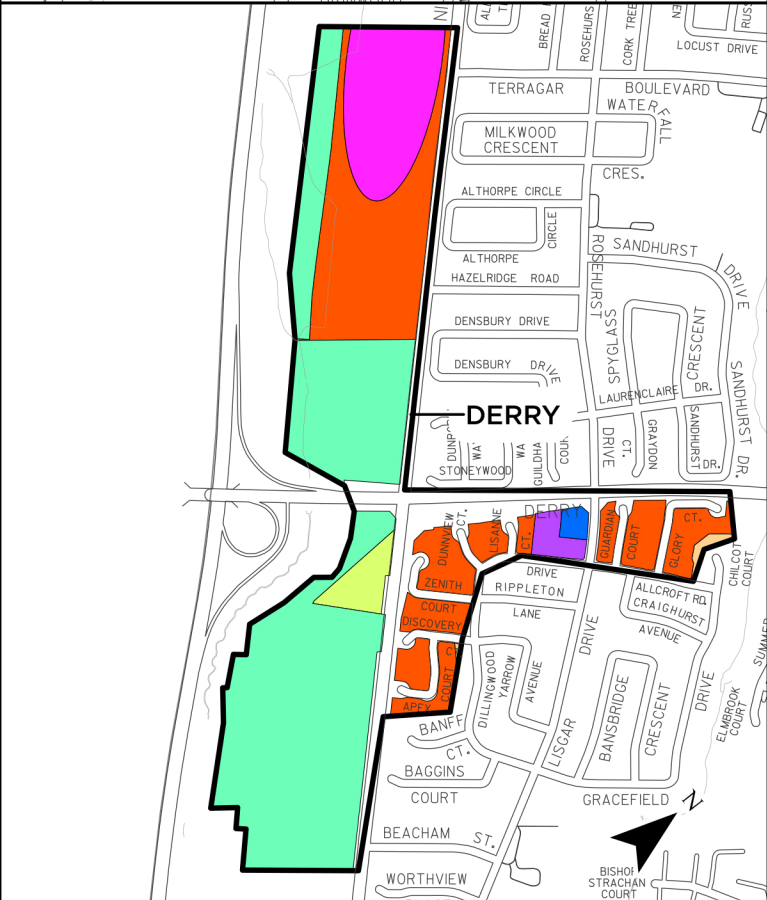
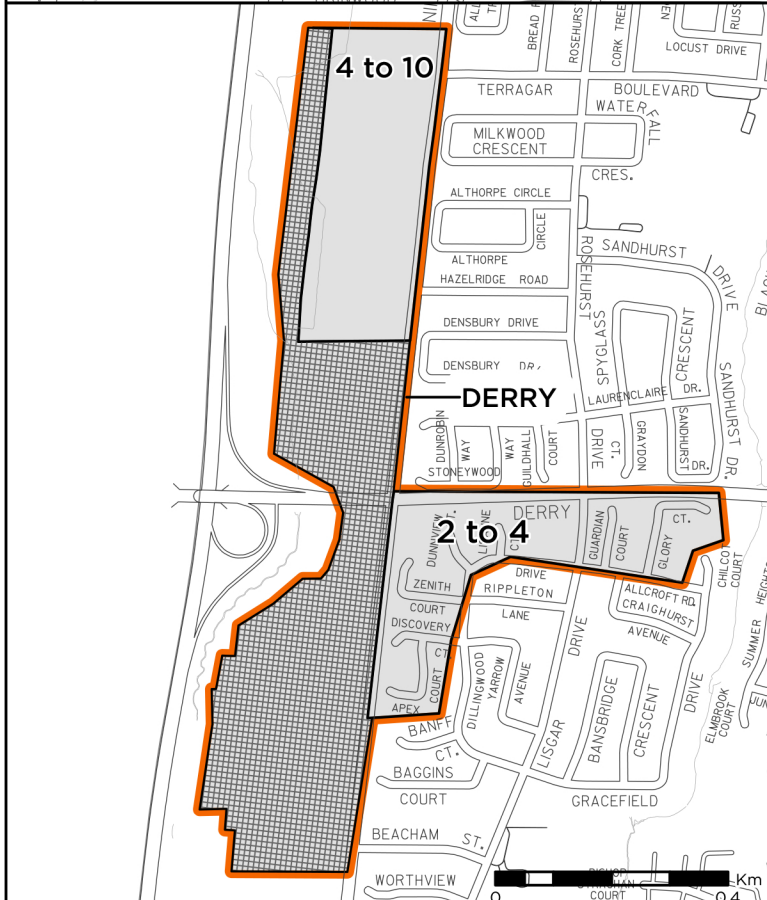
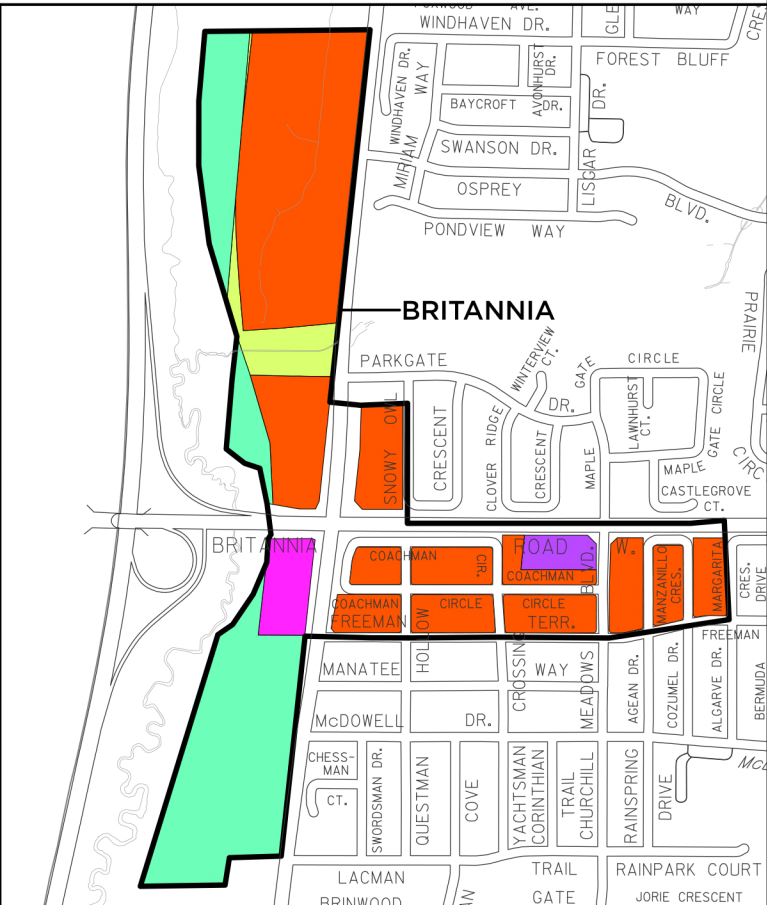
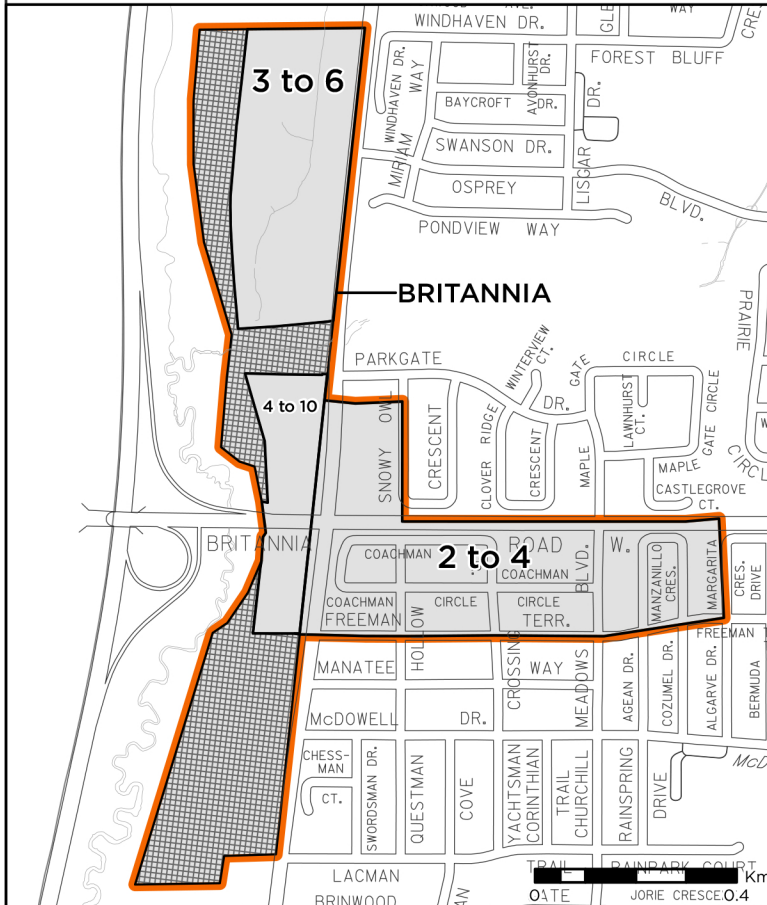


- | | | | |
|-------------------------------|----------------------------|-----------------------------------|---------------------------------------|
| PMTSA Boundary (Height Map) | Residential High Density | Public Open Space | City Structure - Special Purpose Area |
| PMTSA Boundary (Land Use Map) | Industrial | Parkway Belt West | City Structure - Employment Area |
| Min # to Max # (In Storeys) | Residential Low Density I | Utility | City Structure - Community Node |
| Height Not Applicable | Residential Low Density II | City Structure - Downtown | |
| Business Employment | Residential Medium Density | City Structure - Major Node | |
| Greenlands | Mixed Use | City Structure - Corporate Centre | |

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA) SCHEDULE 11d (407 TRANSITWAY- DERRY & BRITANNIA)

BUILDING HEIGHT SCHEDULE

LAND USE SCHEDULE



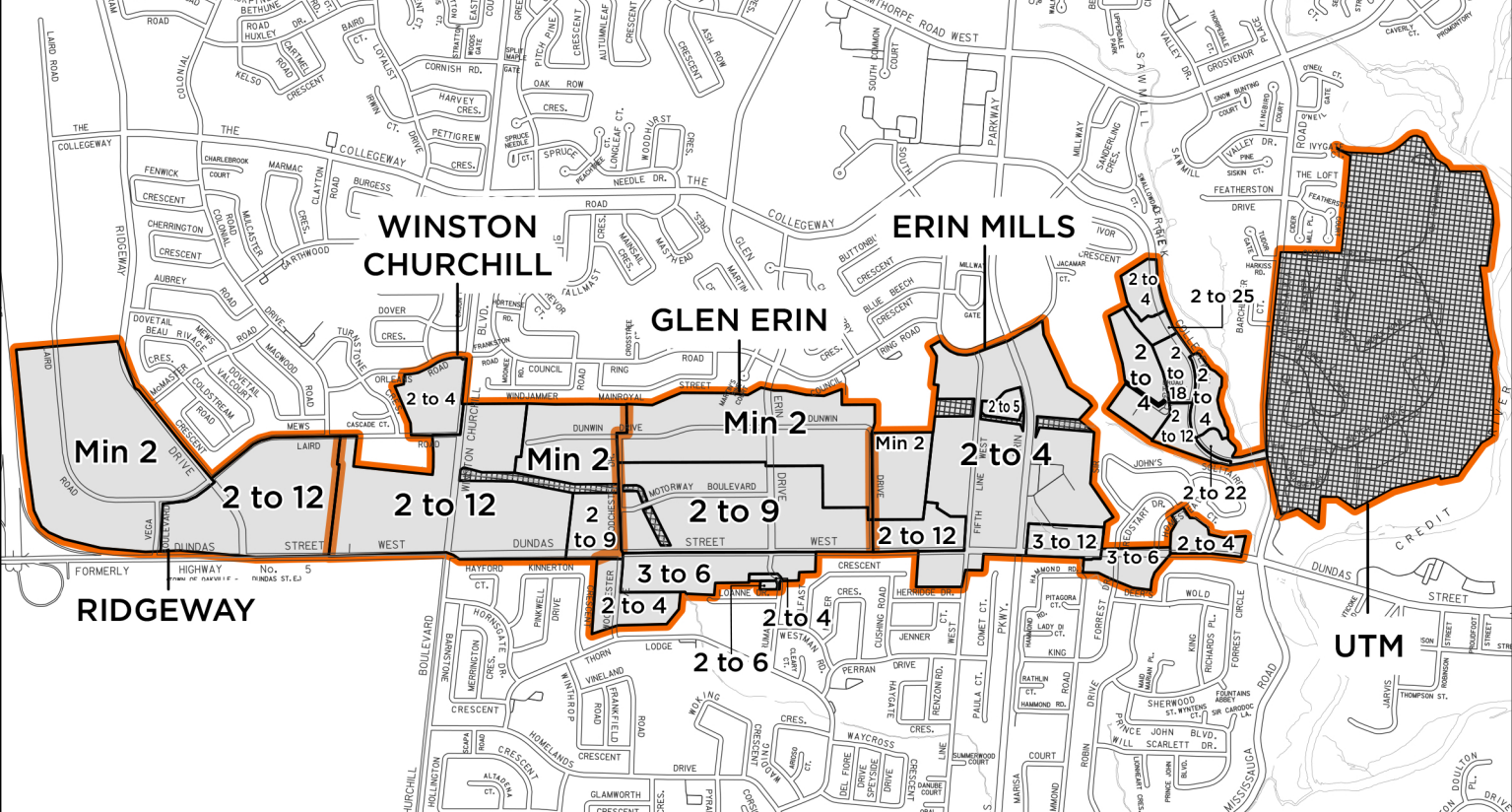
PMTSA Boundary (Height Map)	Height Not Applicable	Residential Low Density II	Motor Vehicle Commercial
PMTSA Boundary (Land Use Map)	Convenience Commercial	Residential Medium Density	Parkway Belt West
Min # to Max # (In Storeys)	Greenlands	Mixed Use	

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

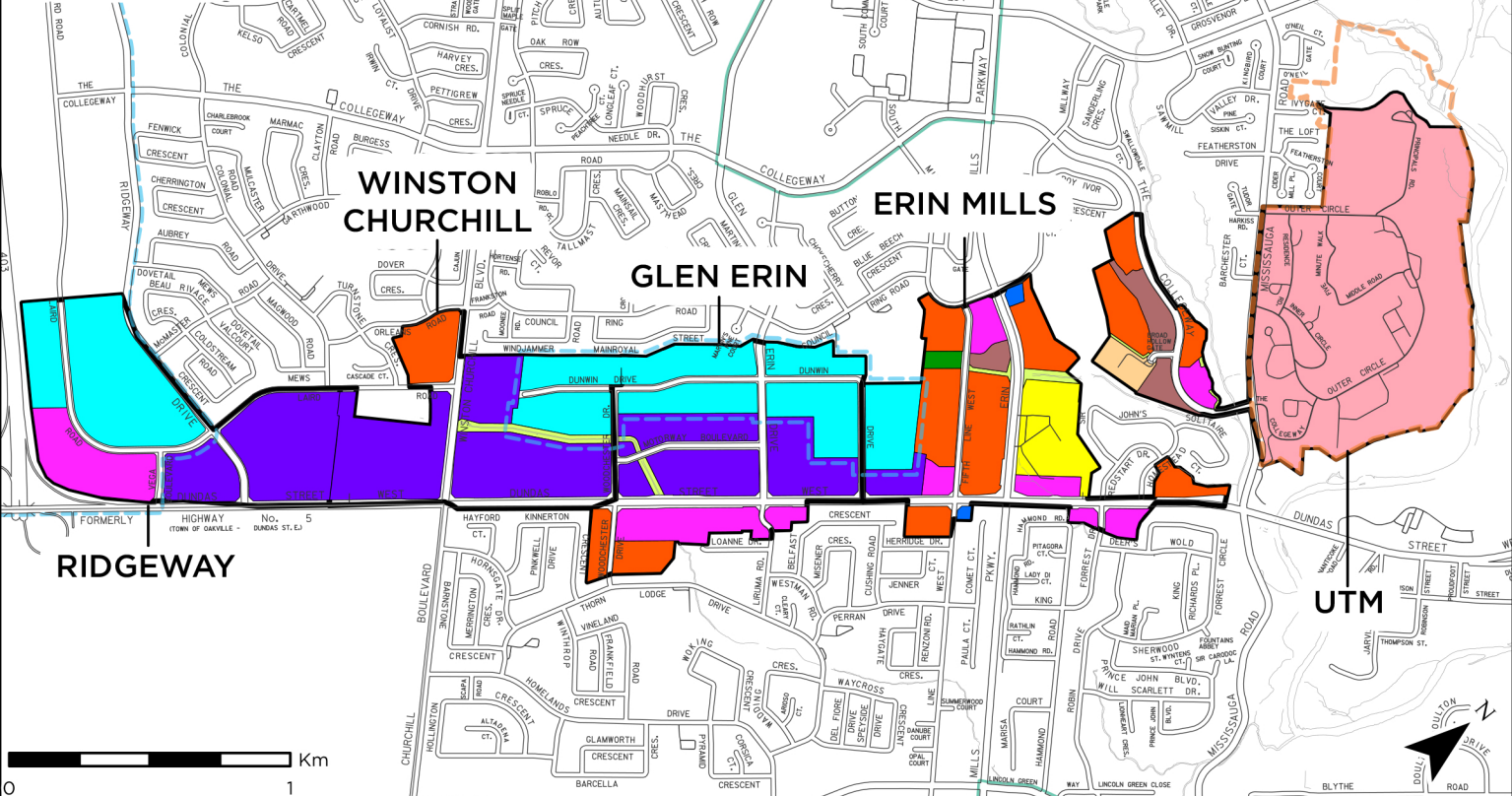
SCHEDULE 11e

(DUNDAS BRT- RIDGEWAY, WINSTON CHURCHILL, GLEN ERIN, ERIN MILLS, UTM)

BUILDING HEIGHT SCHEDULE



LAND USE SCHEDULE



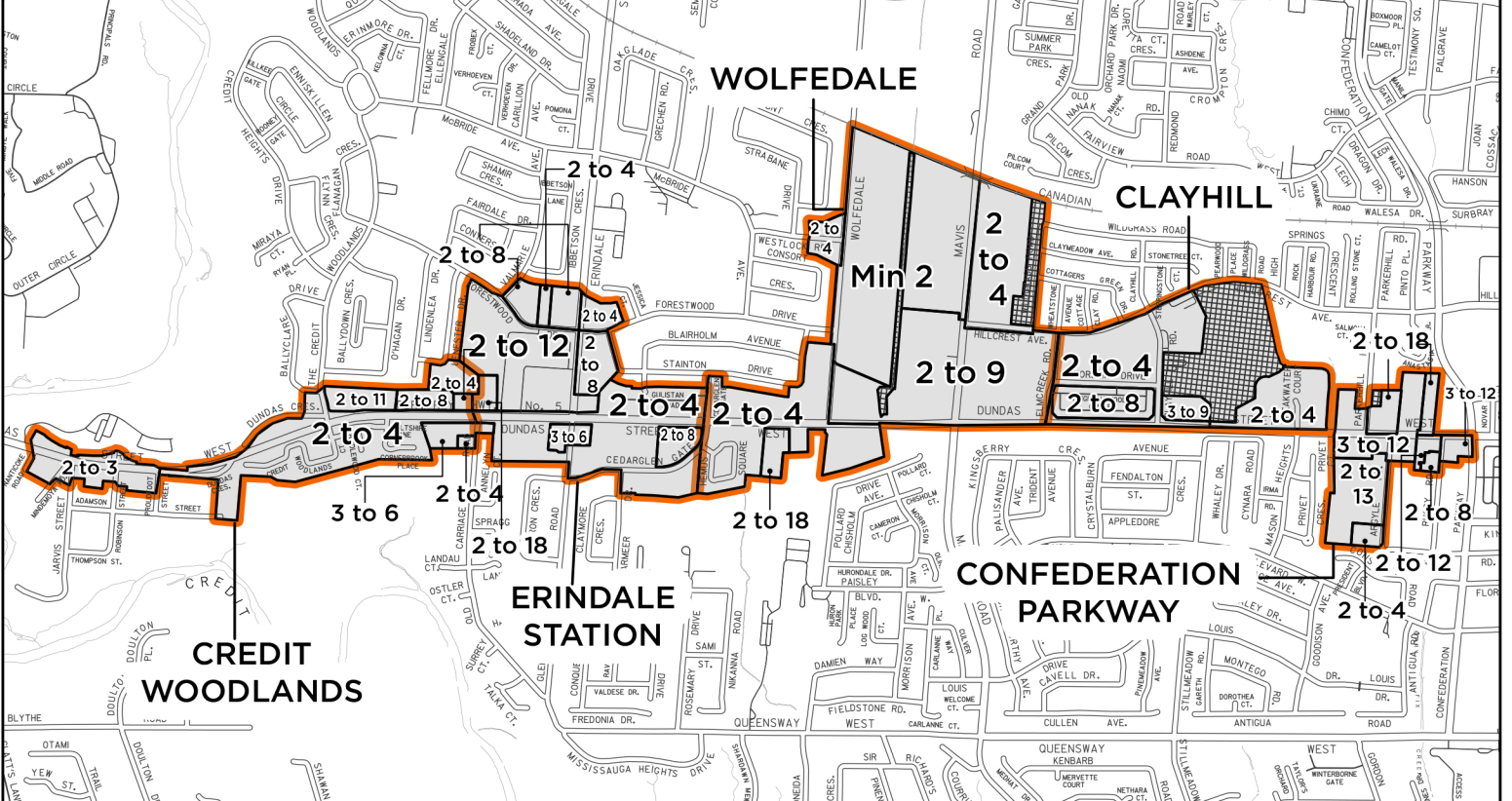
PMTSA Boundary (Height Map)	Greenlands	Residential Medium Density	City Structure - Special Purpose Area
PMTSA Boundary (Land Use Map)	Residential High Density	Mixed Use	City Structure - Employment Area
Min # to Max # (In Storeys)	Institutional	Mixed Use Limited	City Structure - Community Node
Height Not Applicable	Residential Low Density I	Motor Vehicle Commercial	
Business Employment	Residential Low Density II	Public Open Space	

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

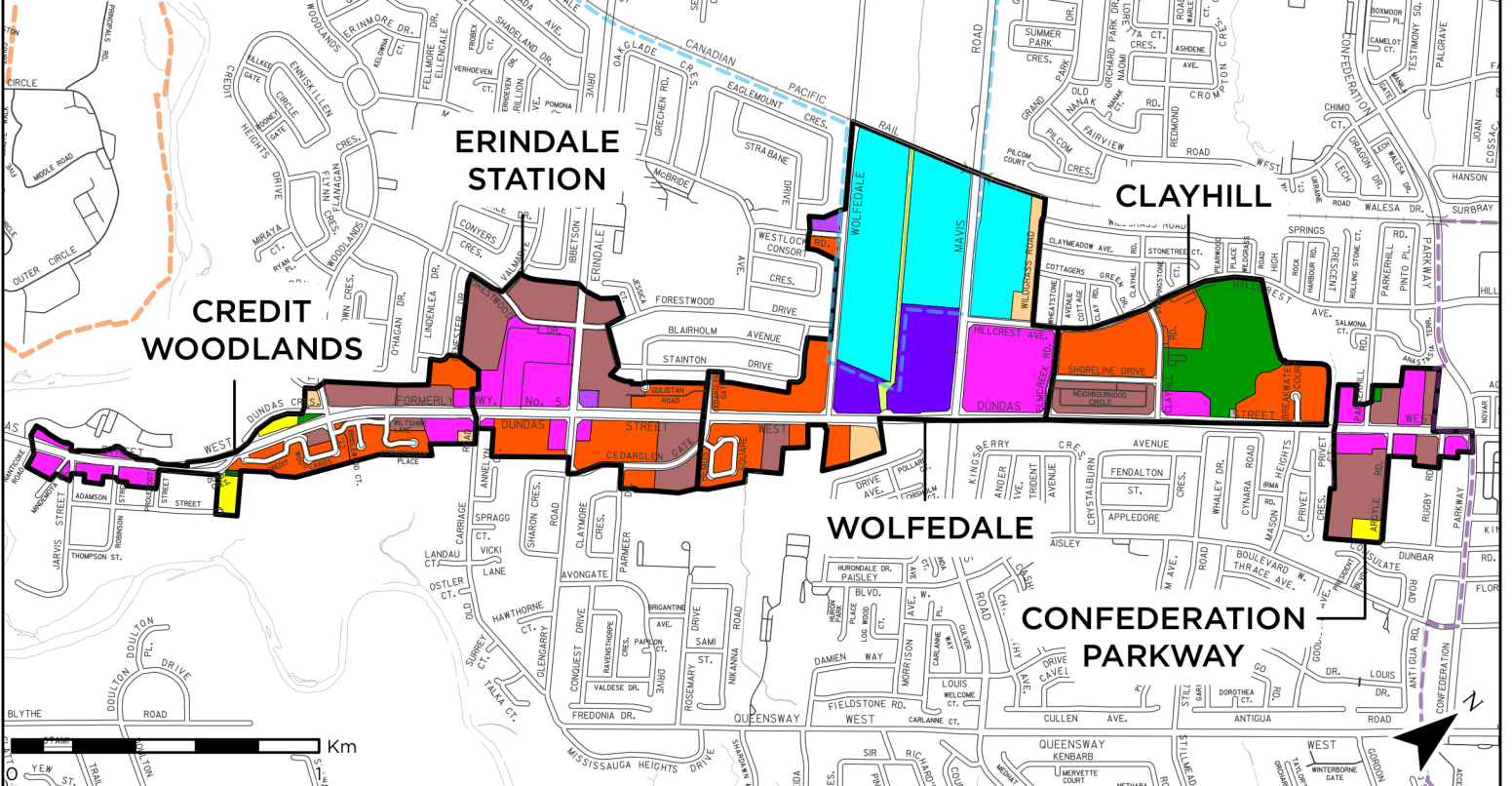
SCHEDULE 11f

(DUNDAS BRT- CREDIT WOODLANDS, ERINDALE STATION, WOLFEDALE, CONFEDERATION PARKWAY, CLAYHILL)

BUILDING HEIGHT SCHEDULE



LAND USE SCHEDULE



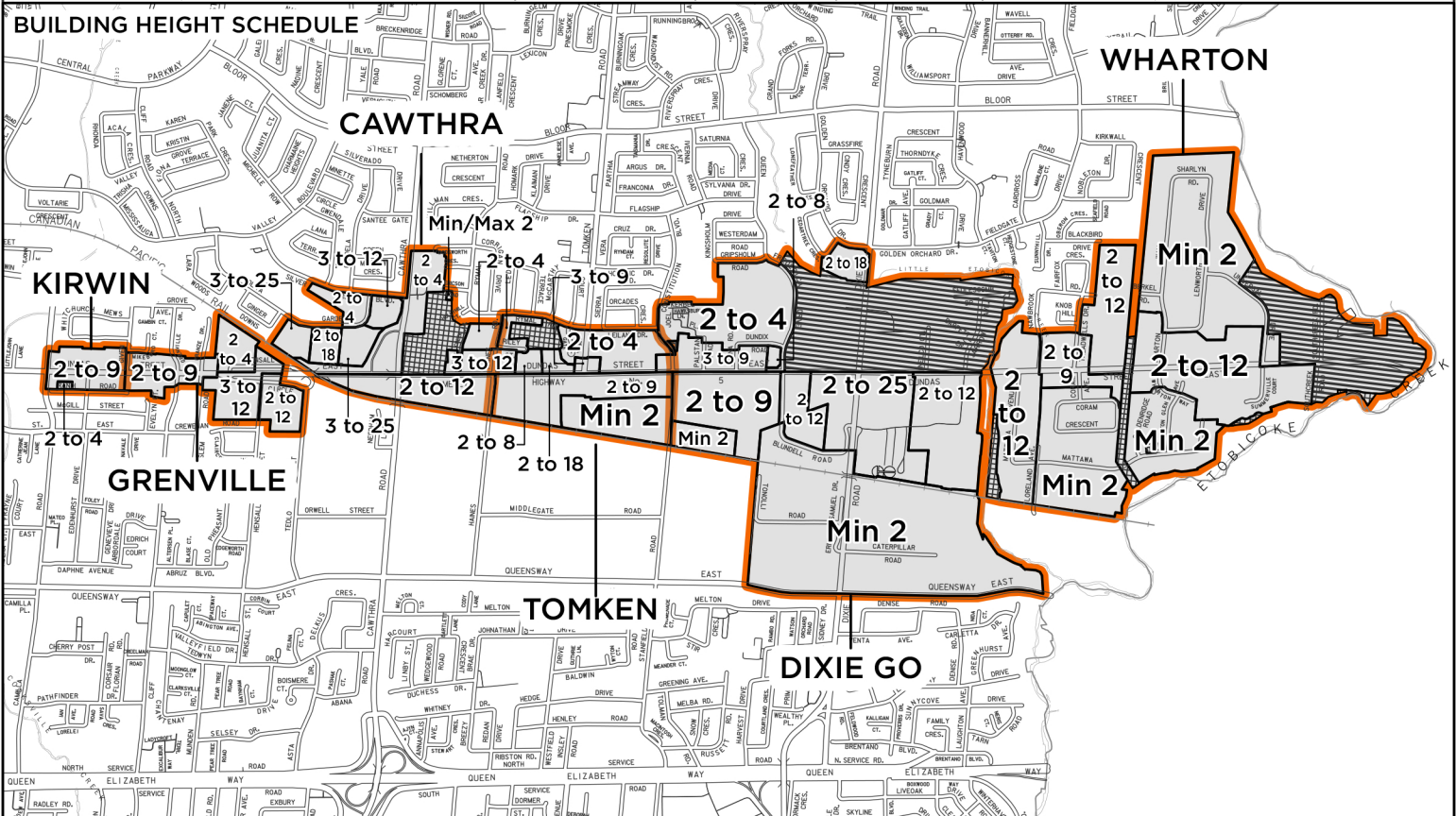
PMTSA Boundary (Height Map)	Convenience Commercial	Residential Medium Density	Utility
PMTSA Boundary (Land Use Map)	Greenlands	Mixed Use	City Structure - Downtown
Min # to Max # (In Storeys)	Residential High Density	Mixed Use Limited	City Structure - Special Purpose Area
Height Not Applicable	Residential Low Density I	Public Open Space	City Structure - Employment Area
Business Employment	Residential Low Density II	Private Open Space	

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

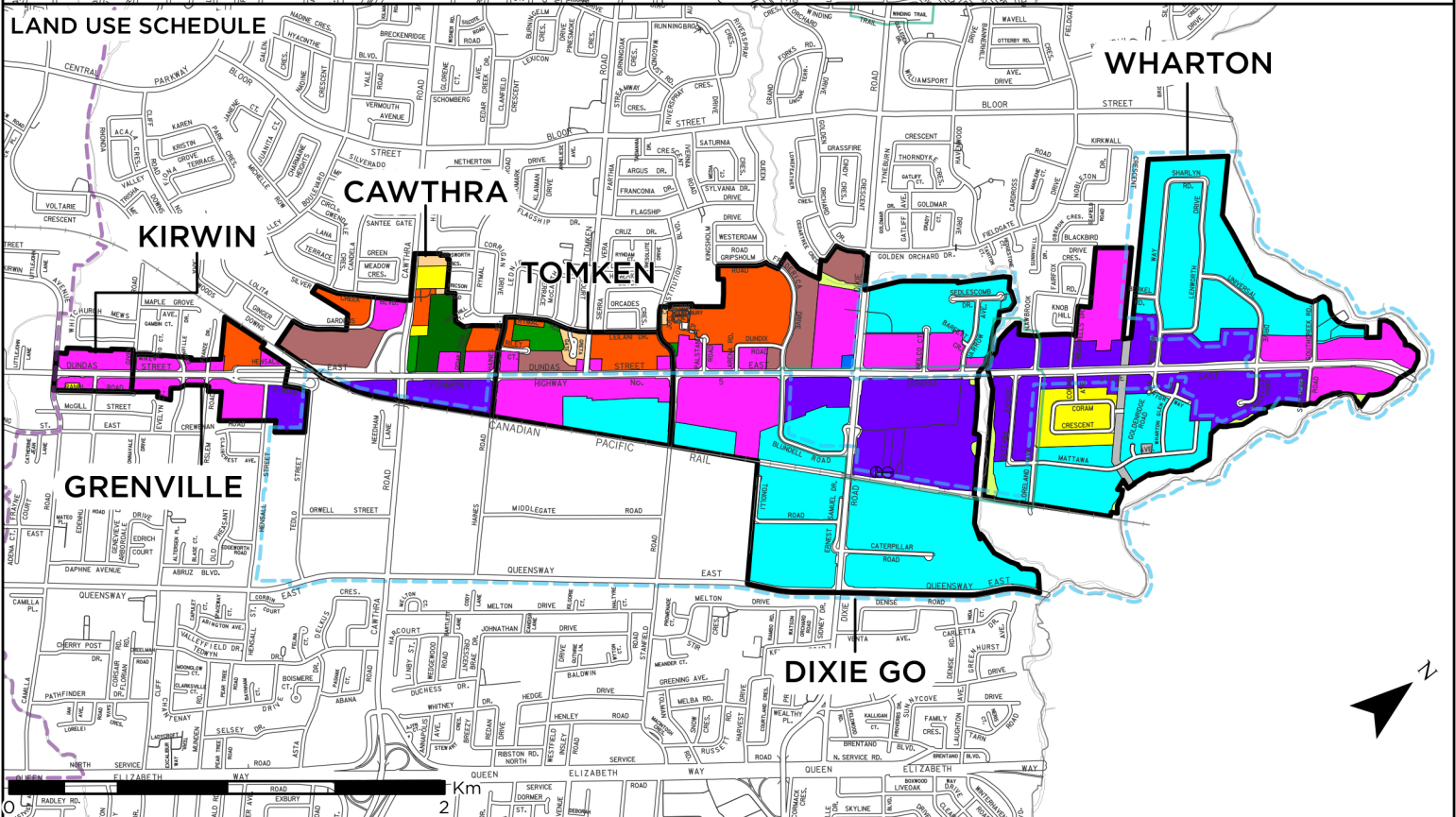
SCHEDULE 11g

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

BUILDING HEIGHT SCHEDULE



LAND USE SCHEDULE



- PMTSA Boundary (Height Map)
- PMTSA Boundary (Land Use Map)
- Min # to Max # (In Storeys)
- Height Not Applicable
- Subject to Special Policy Area
- Business Employment
- Greenlands
- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Residential Low Density I
- Residential Low Density II
- Mixed Use
- Mixed Use Limited
- Motor Vehicle Commercial
- Public Open Space
- Private Open Space
- Utility
- City Structure - Downtown
- City Structure - Employment Area
- City Structure - Community Node

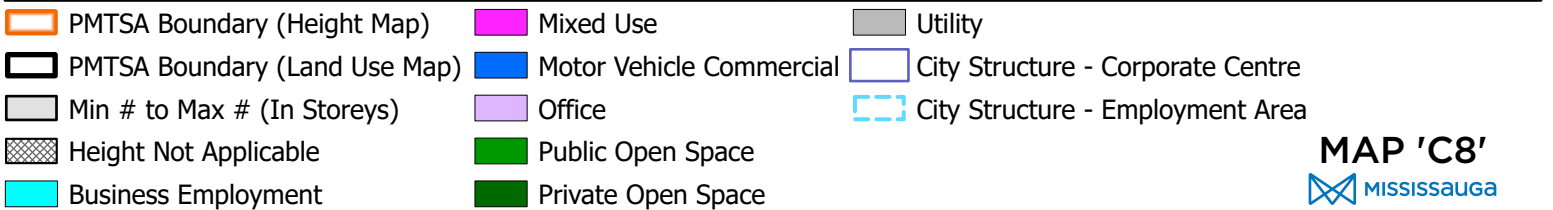
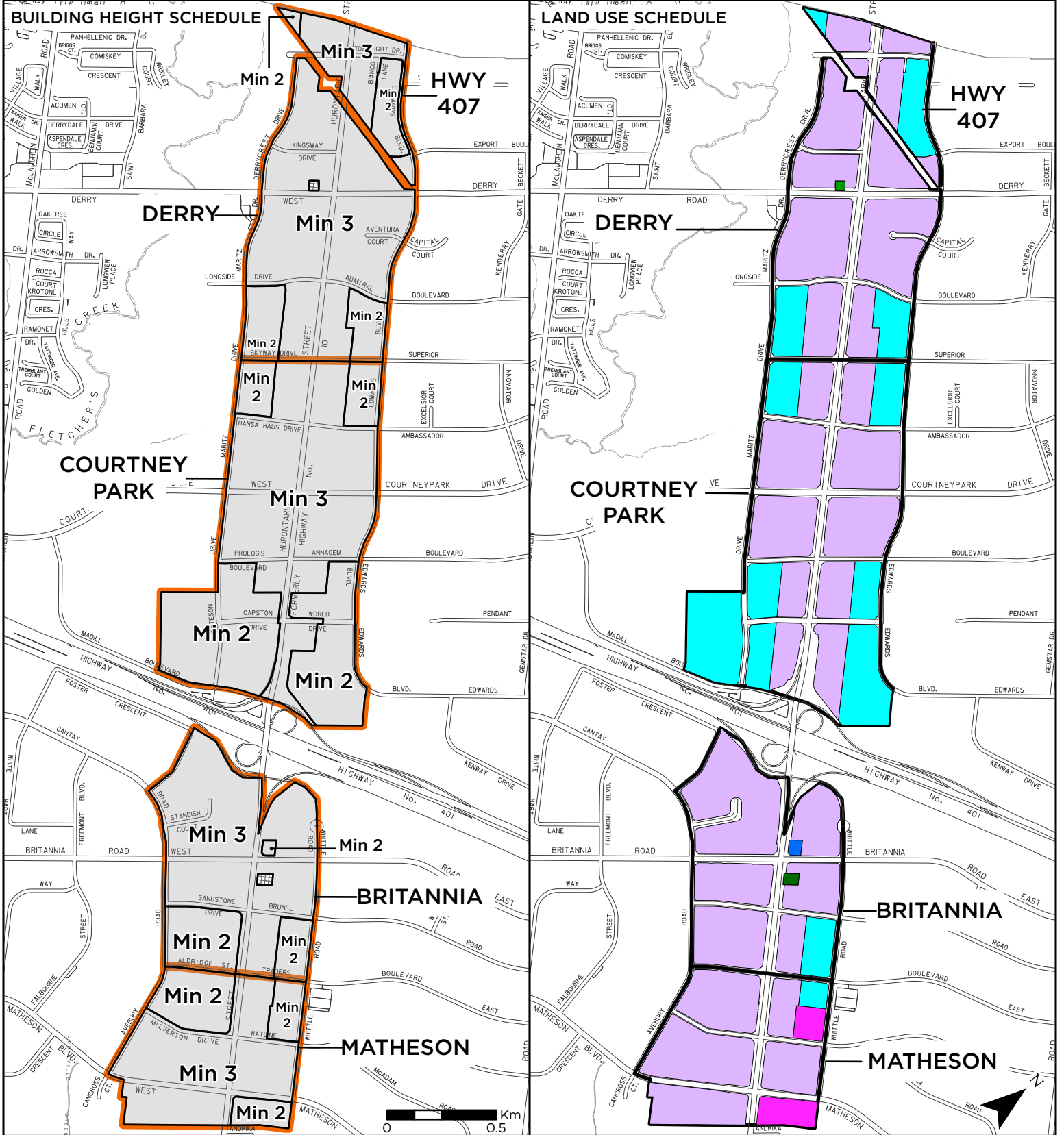
MAP 'C7'



PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11h

(HURONTARIO LRT - HWY 407, DERRY, COURTNEY PARK, BRITANNIA, MATHESON)

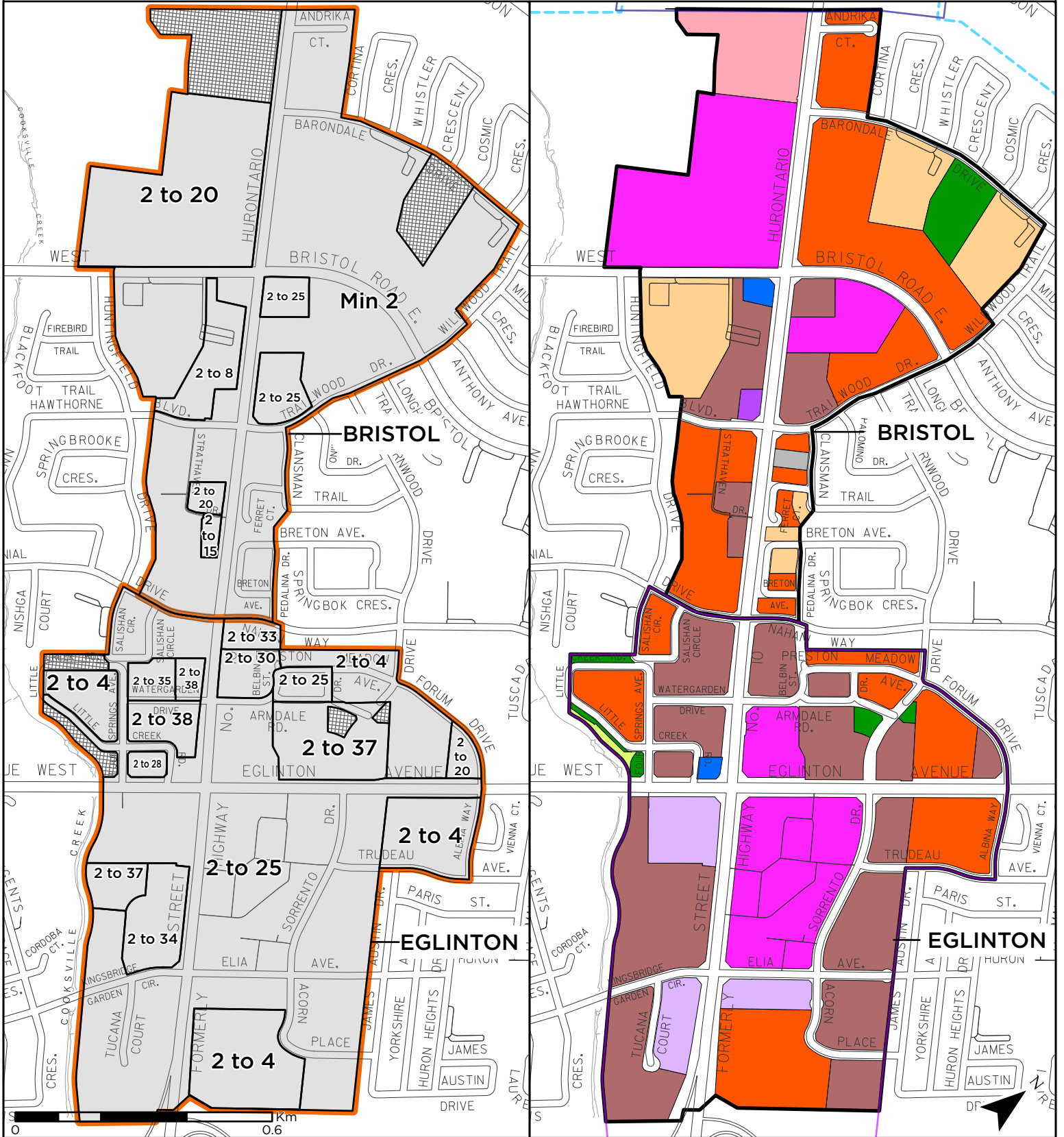


PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11i (HURONTARIO BRT - BRISTOL, EGLINTON)

BUILDING HEIGHT SCHEDULE

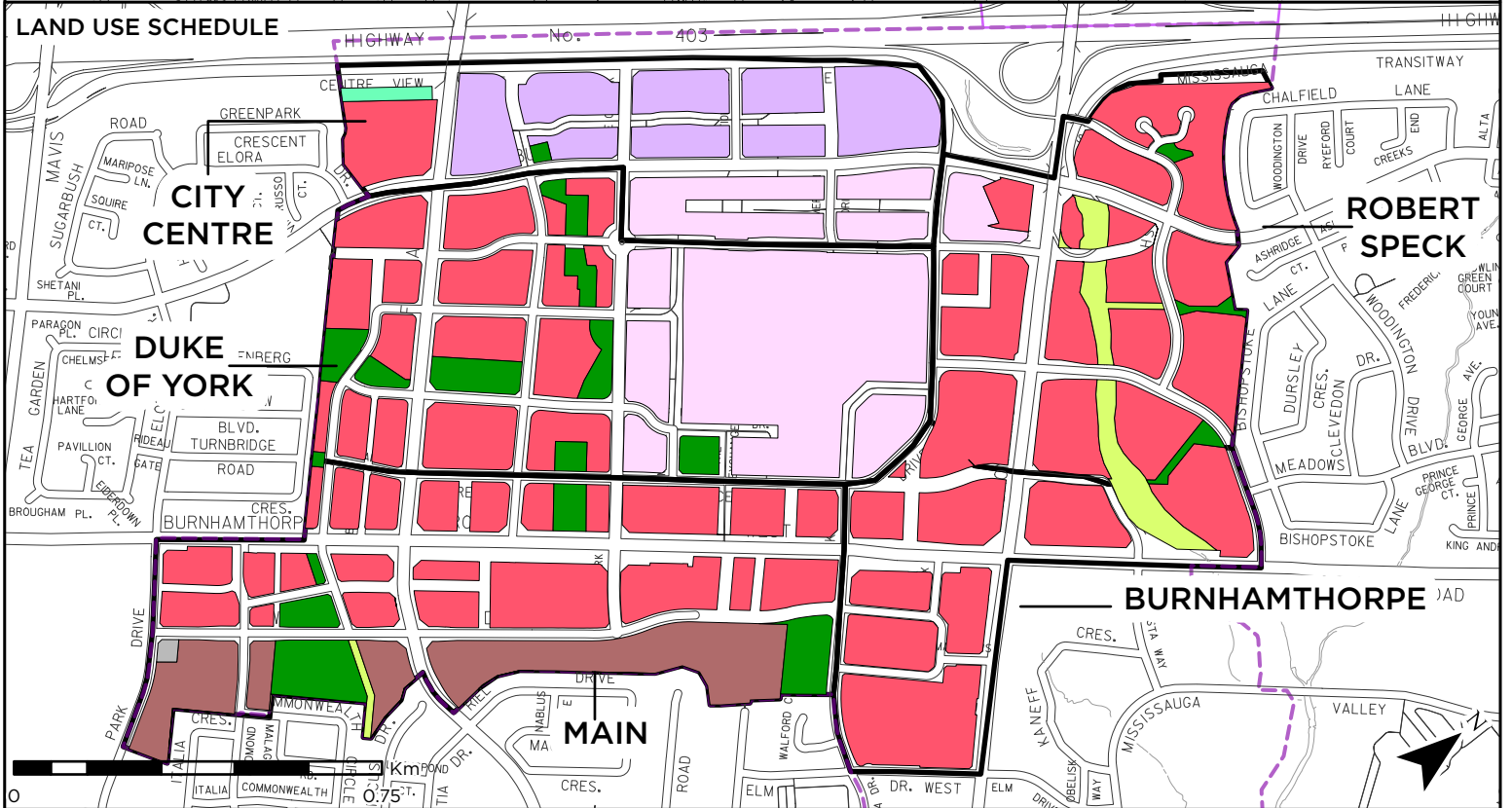
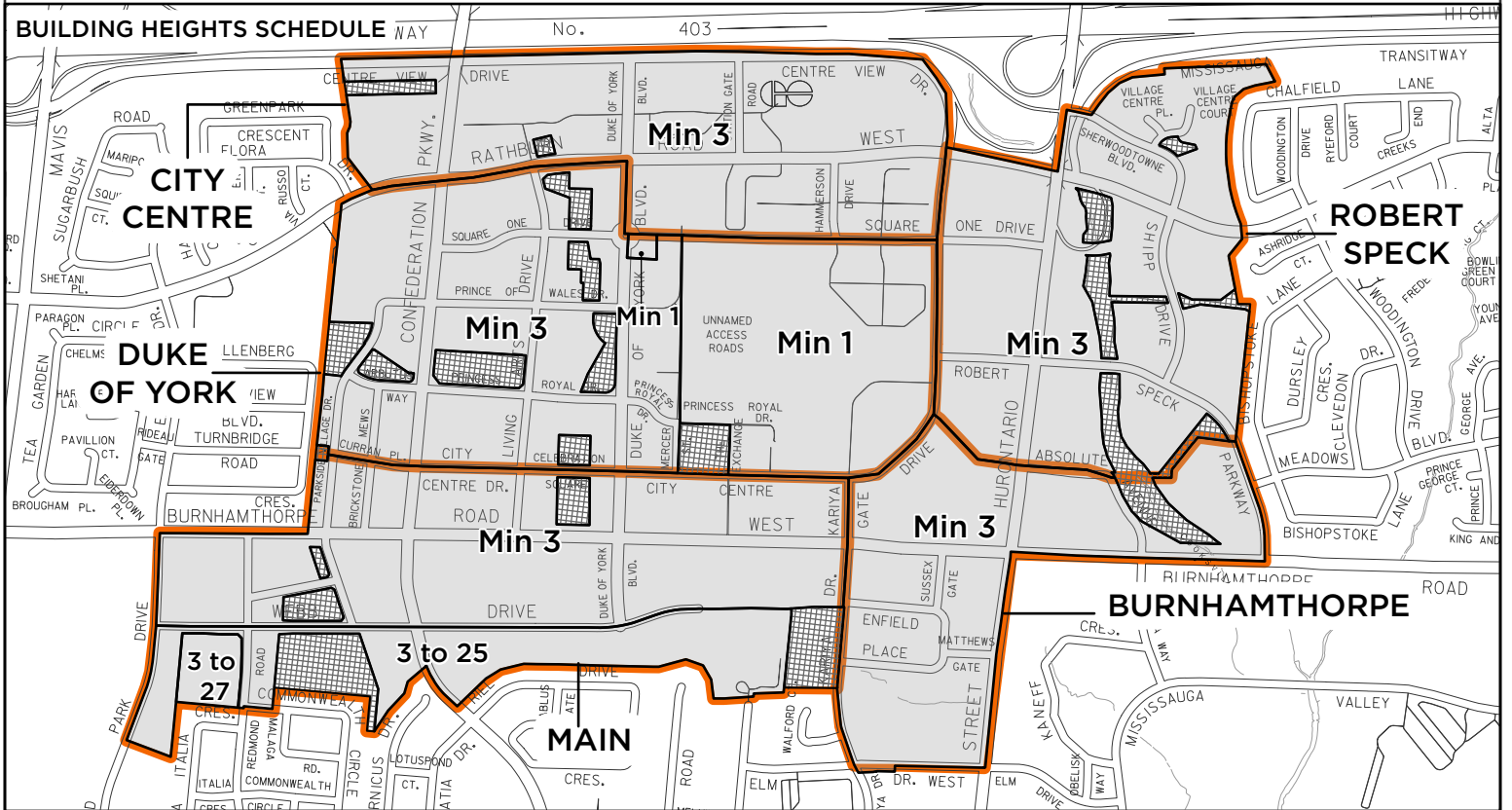
LAND USE SCHEDULE



- | | | |
|-------------------------------|----------------------------|-----------------------------------|
| PMTSA Boundary (Height Map) | Residential High Density | Office |
| PMTSA Boundary (Land Use Map) | Institutional | Public Open Space |
| Min # to Max # (In Storeys) | Residential Low Density II | Utility |
| Height Not Applicable | Residential Medium Density | City Structure - Major Node |
| Convenience Commercial | Mixed Use | City Structure - Corporate Centre |
| Greenlands | Motor Vehicle Commercial | City Structure - Employment Area |

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11j (HURONTARIO LRT - DOWNTOWN)

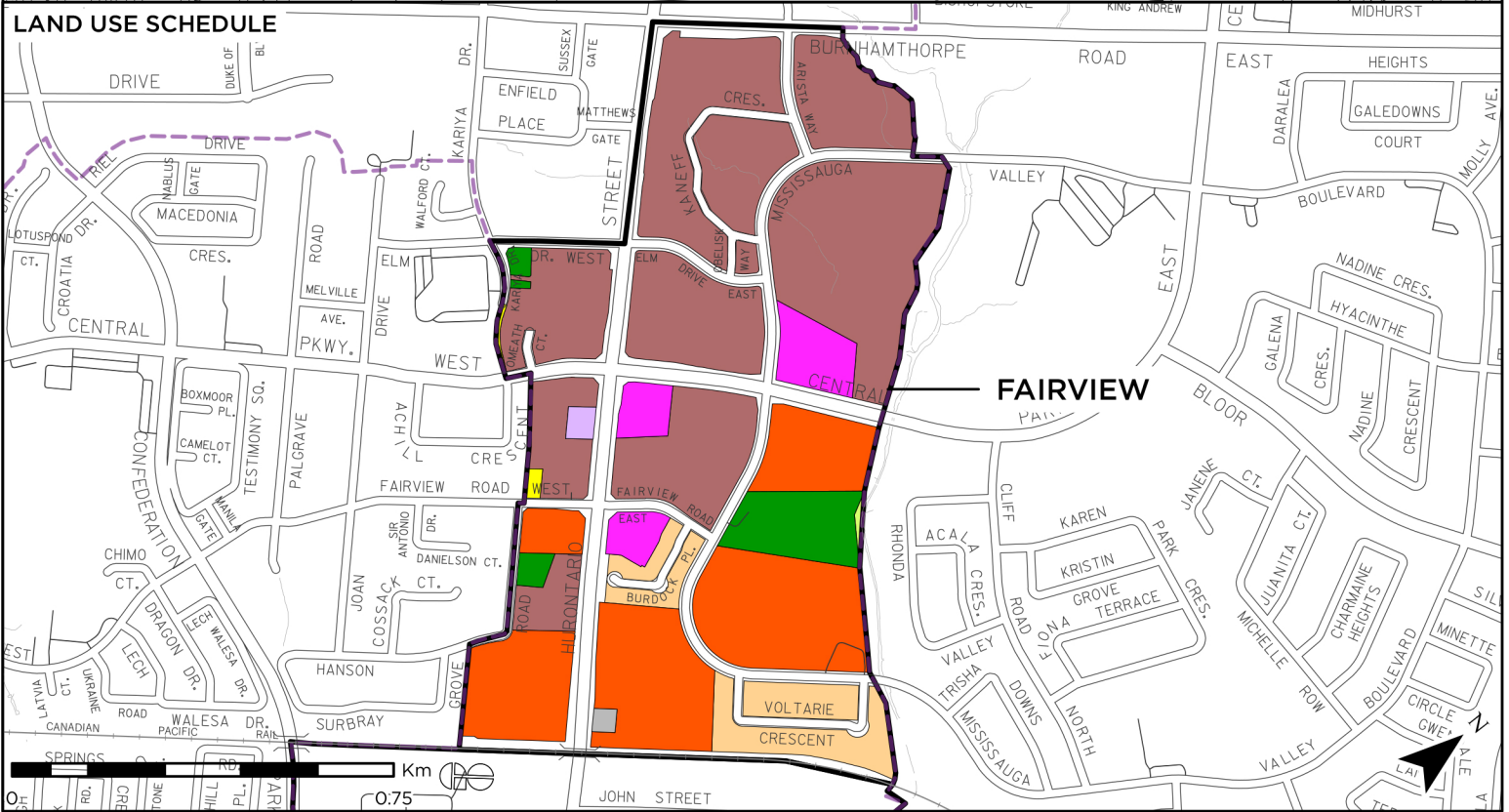
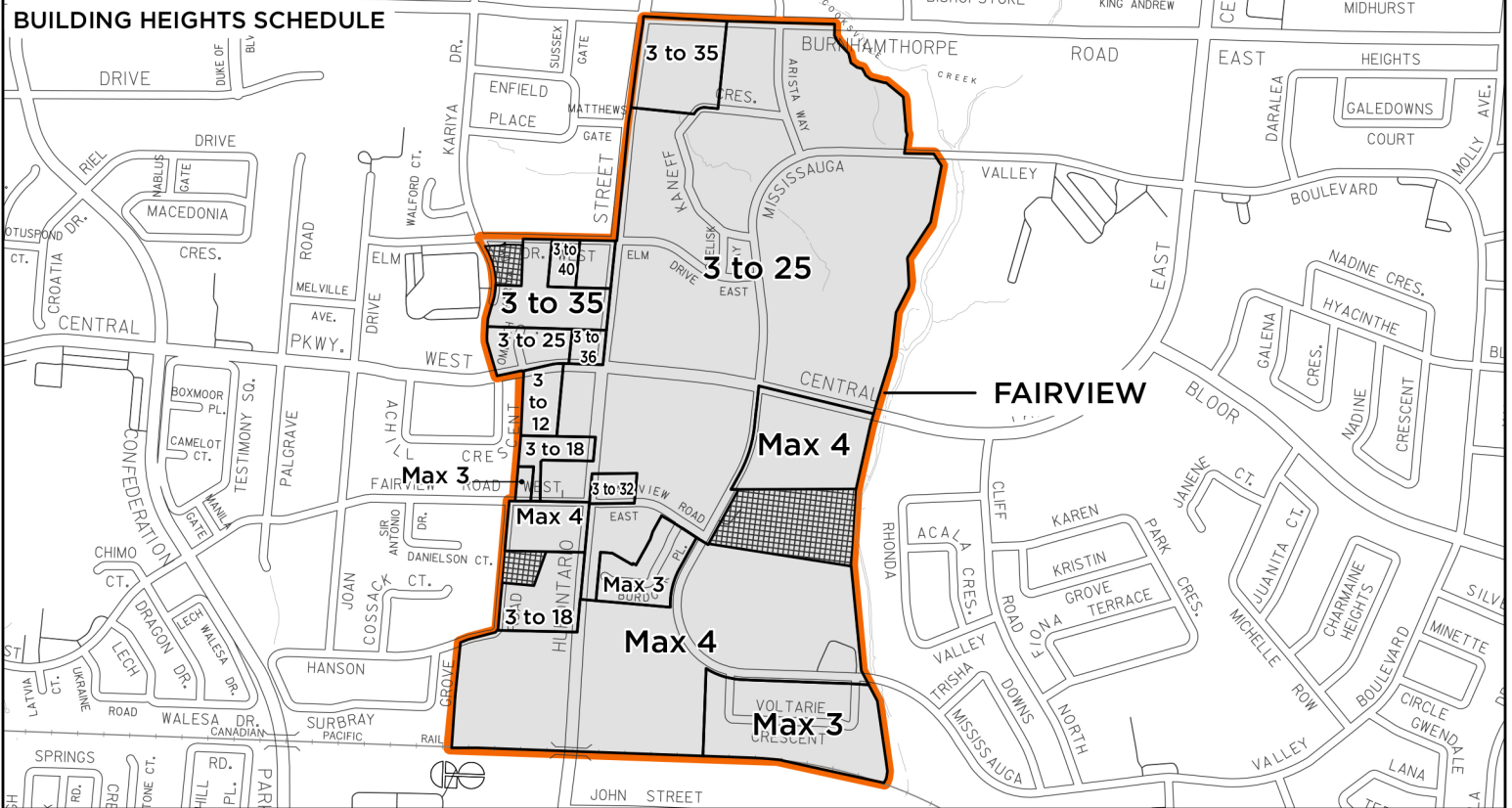


PMTSA Boundary (Height Map)	Downtown Mixed Use	Public Open Space
PMTSA Boundary (Land Use Map)	Greenlands	Parkway Belt West
Min # to Max # (In Storeys)	Residential High Density	Utility
Height Not Applicable	Residential Low Density II	City Structure - Downtown
Downtown Core Mixed Use	Office	City Structure - Major Node

MAP 'C10'
 Produced by Geospatial Solutions

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11k (HURONTARIO LRT - FAIRVIEW)

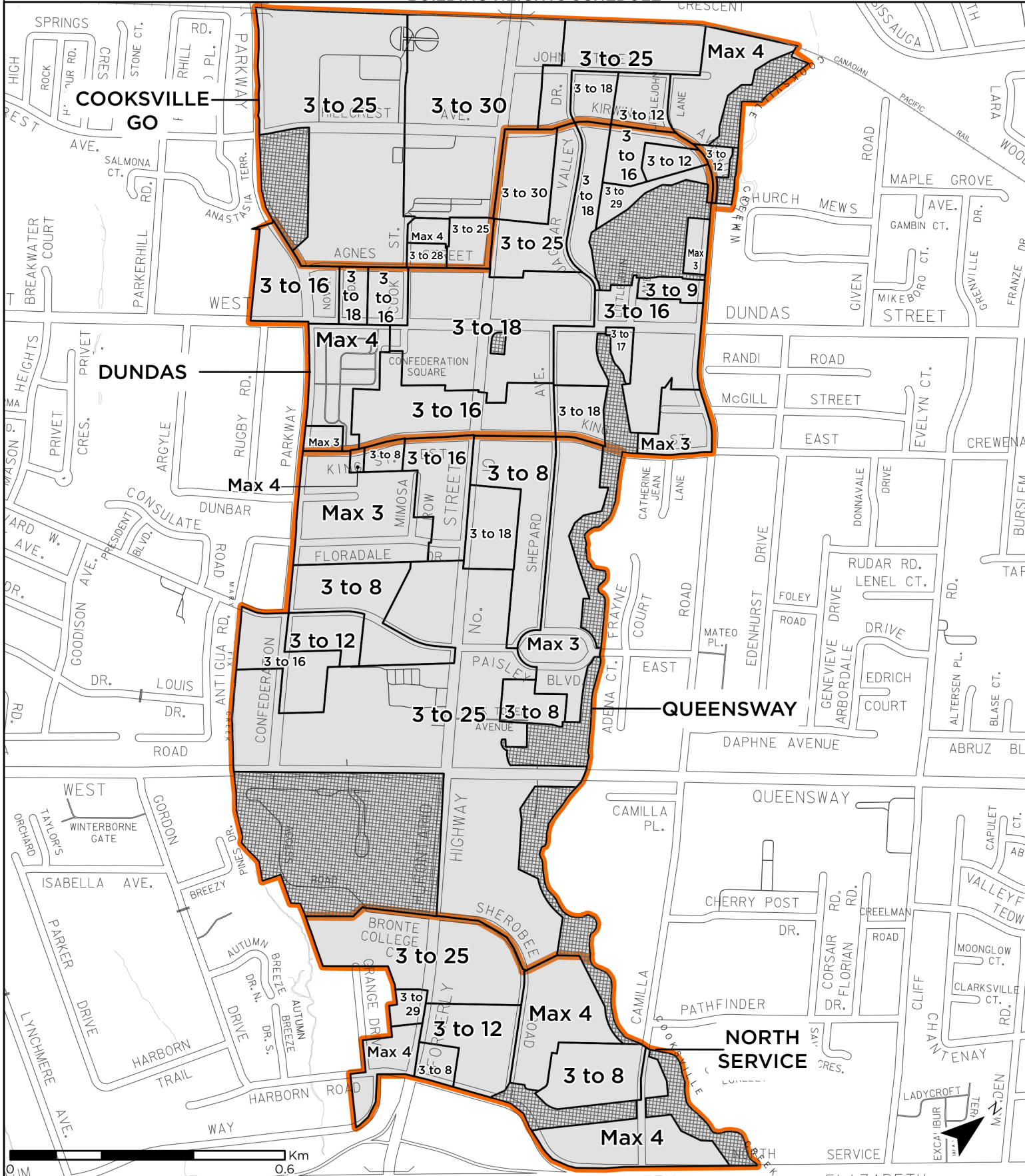


PMTSA Boundary (Height Map)	Residential High Density	Office
PMTSA Boundary (Land Use Map)	Residential Low Density I	Public Open Space
Min # to Max # (In Storeys)	Residential Low Density II	Utility
Height Not Applicable	Residential Medium Density	City Structure - Downtown
Greenlands	Mixed Use	

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

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

BUILDING HEIGHTS SCHEDULE



PMTSA Boundary (Height Map)

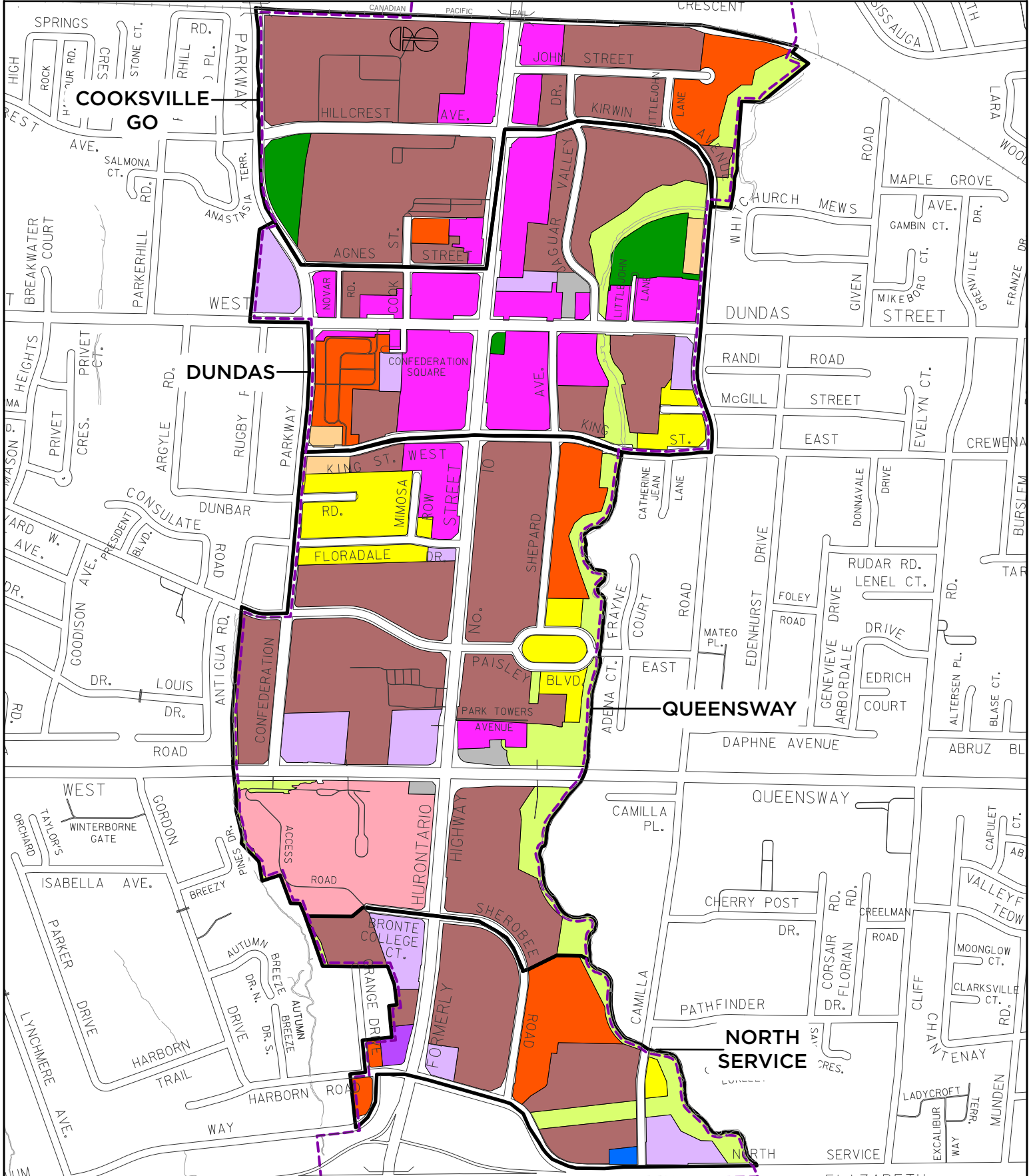
Min # to Max # (In Storeys)

Height Not Applicable

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11m (HURONTARIO LRT - COOKVILLE GO, DUNDAS, QUEENSWAY, NORTH SERVICE)

LAND USE SCHEDULE



- | | | |
|-------------------------------|----------------------------|---------------------------|
| PMTSA Boundary (Land Use Map) | Residential Low Density I | Office |
| Convenience Commercial | Residential Low Density II | Public Open Space |
| Greenlands | Residential Medium Density | Utility |
| Residential High Density | Mixed Use | City Structure - Downtown |
| Institutional | Motor Vehicle Commercial | |

MAP 'C13'

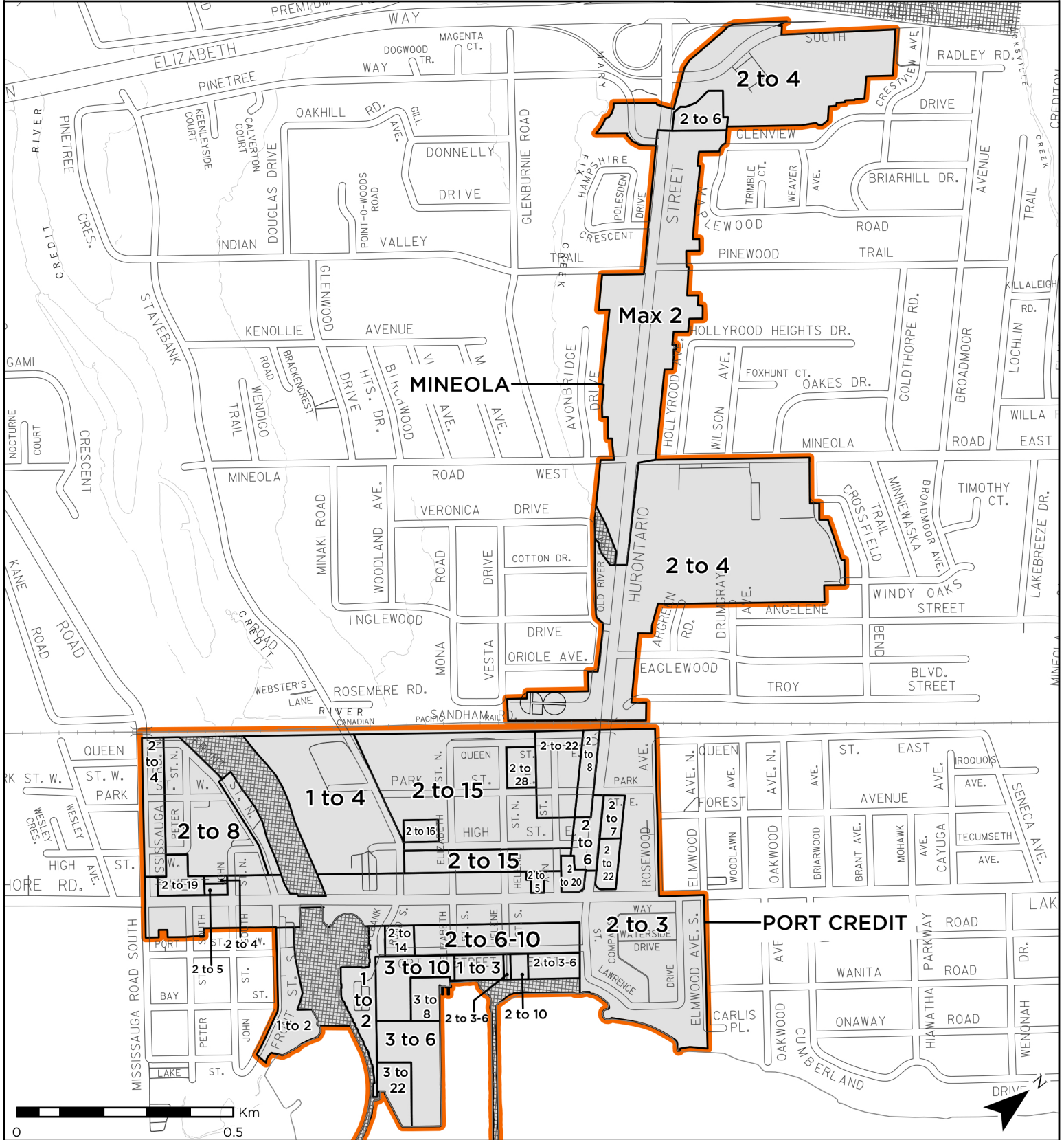


Produced by Geospatial Solutions

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11n (HURONTARIO LRT - MINEOLA, PORT CREDIT)

BUILDING HEIGHT SCHEDULE



PMTSA Boundary (Height Map)

Min # to Max # (In Storeys)

Height Not Applicable

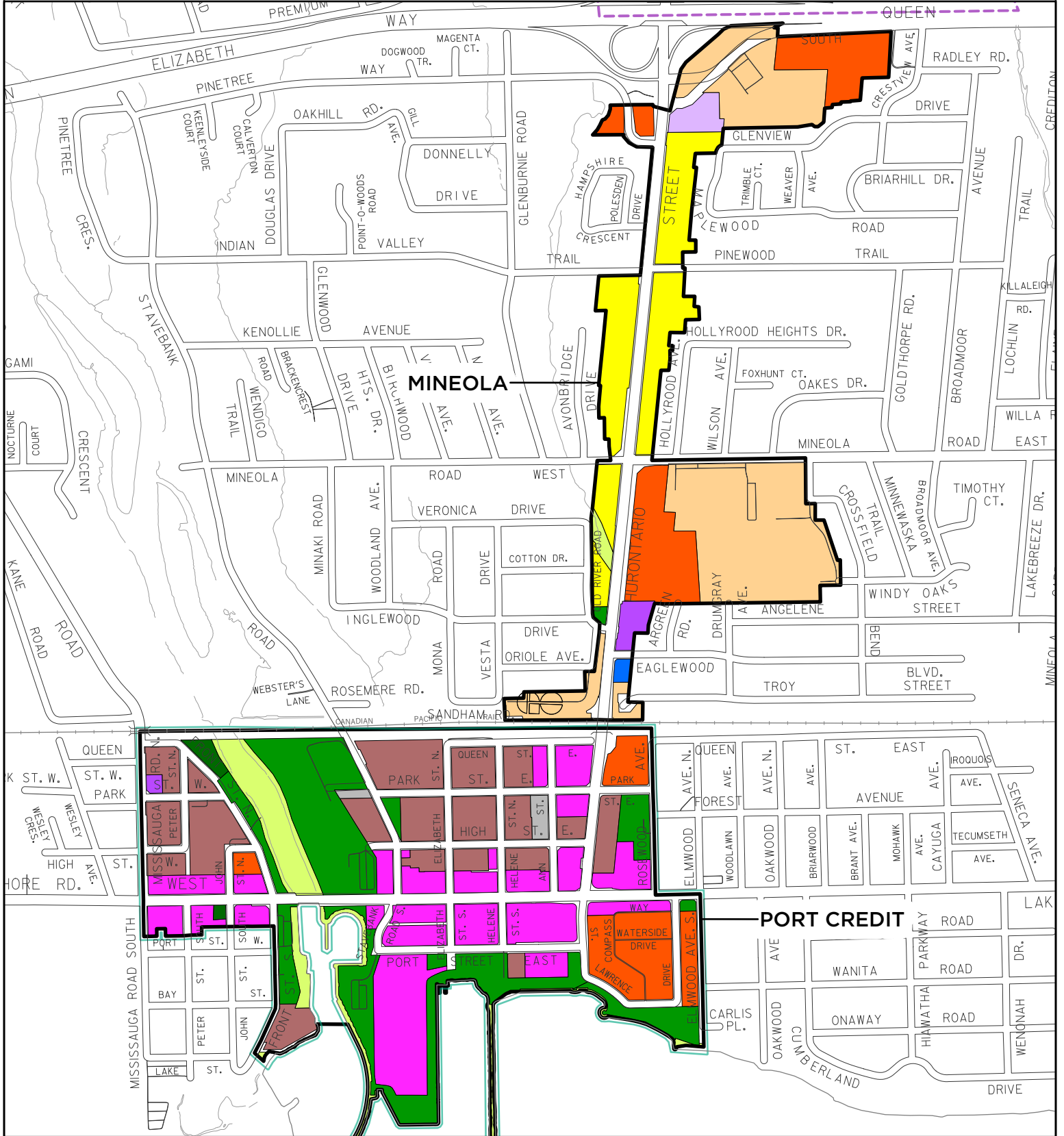
MAP 'C14'



Produced by Geospatial Solutions

PROTECTED MAJOR TRANSIT STATION AREA (PMTSA) SCHEDULE 11o (HURONTARIO LRT - MINEOLA, PORT CREDIT)

LAND USE SCHEDULE



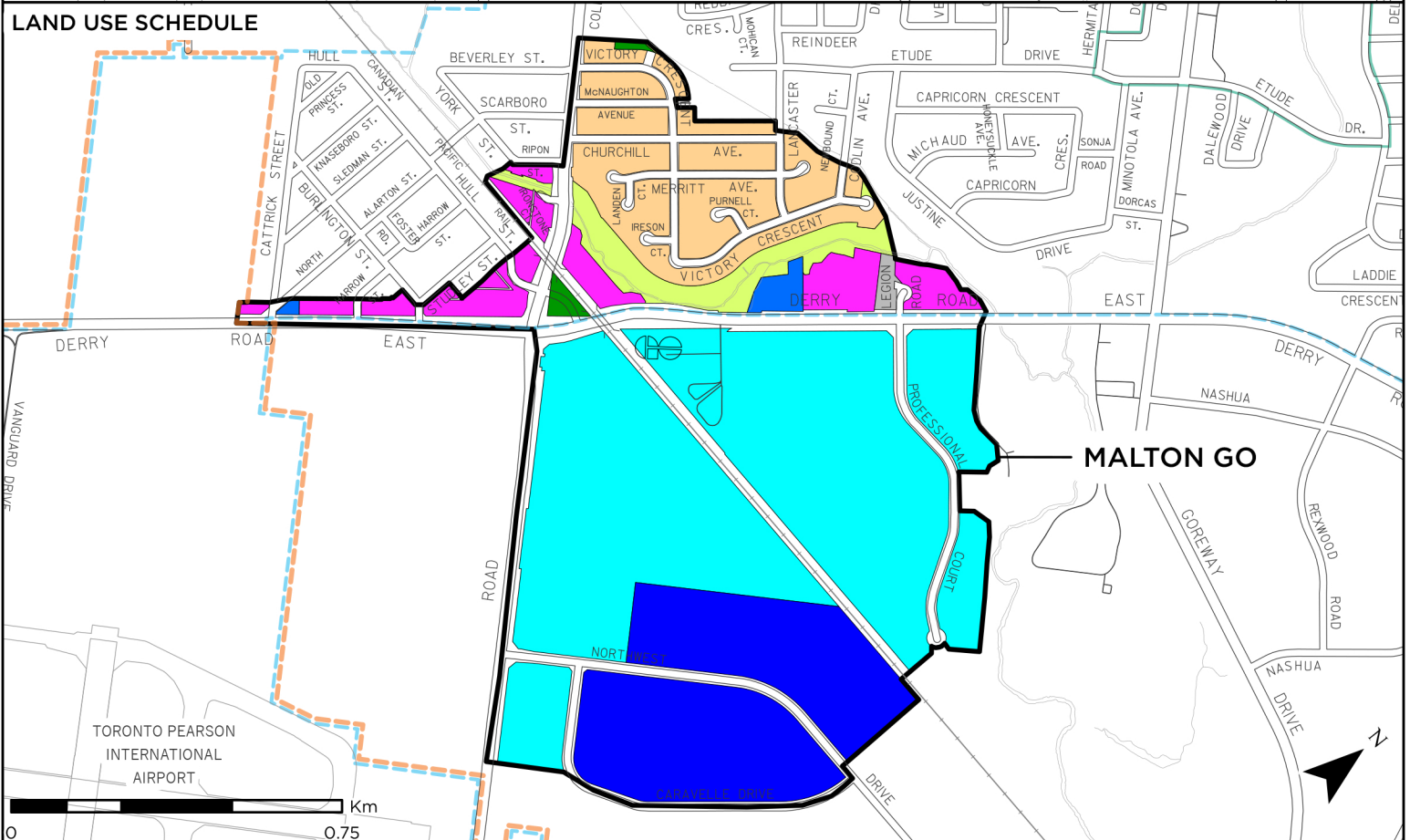
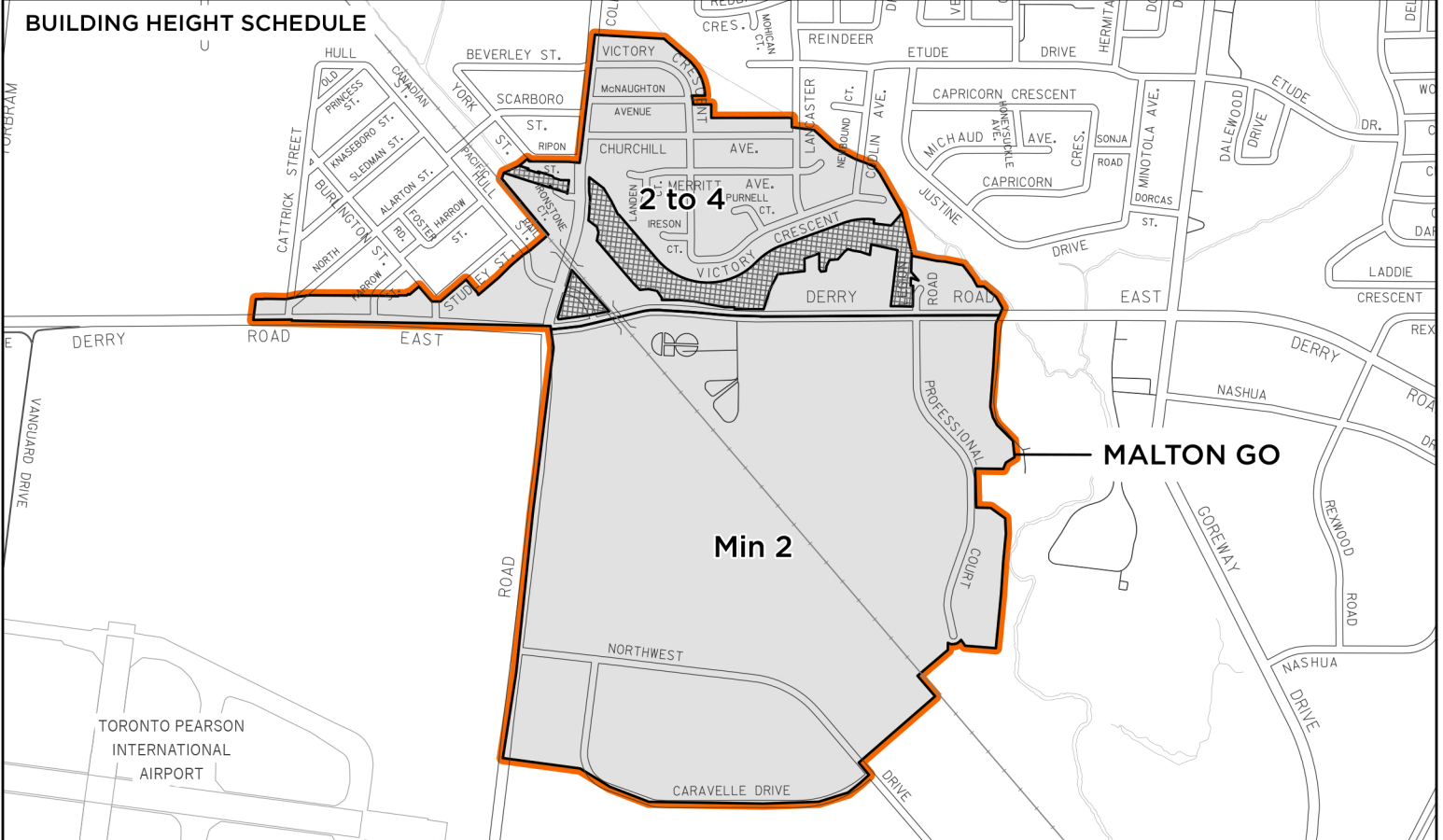
- PMTSA Boundary (Land Use Map)
- Residential Low Density II
- Public Open Space
- Convenience Commercial
- Residential Medium Density
- Private Open Space
- Greenlands
- Mixed Use
- Utility
- Residential High Density
- Motor Vehicle Commercial
- City Structure - Downtown
- Residential Low Density I
- Office
- City Structure - Community Node

MAP 'C15'



PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11p (KITCHENER GO - MALTON)

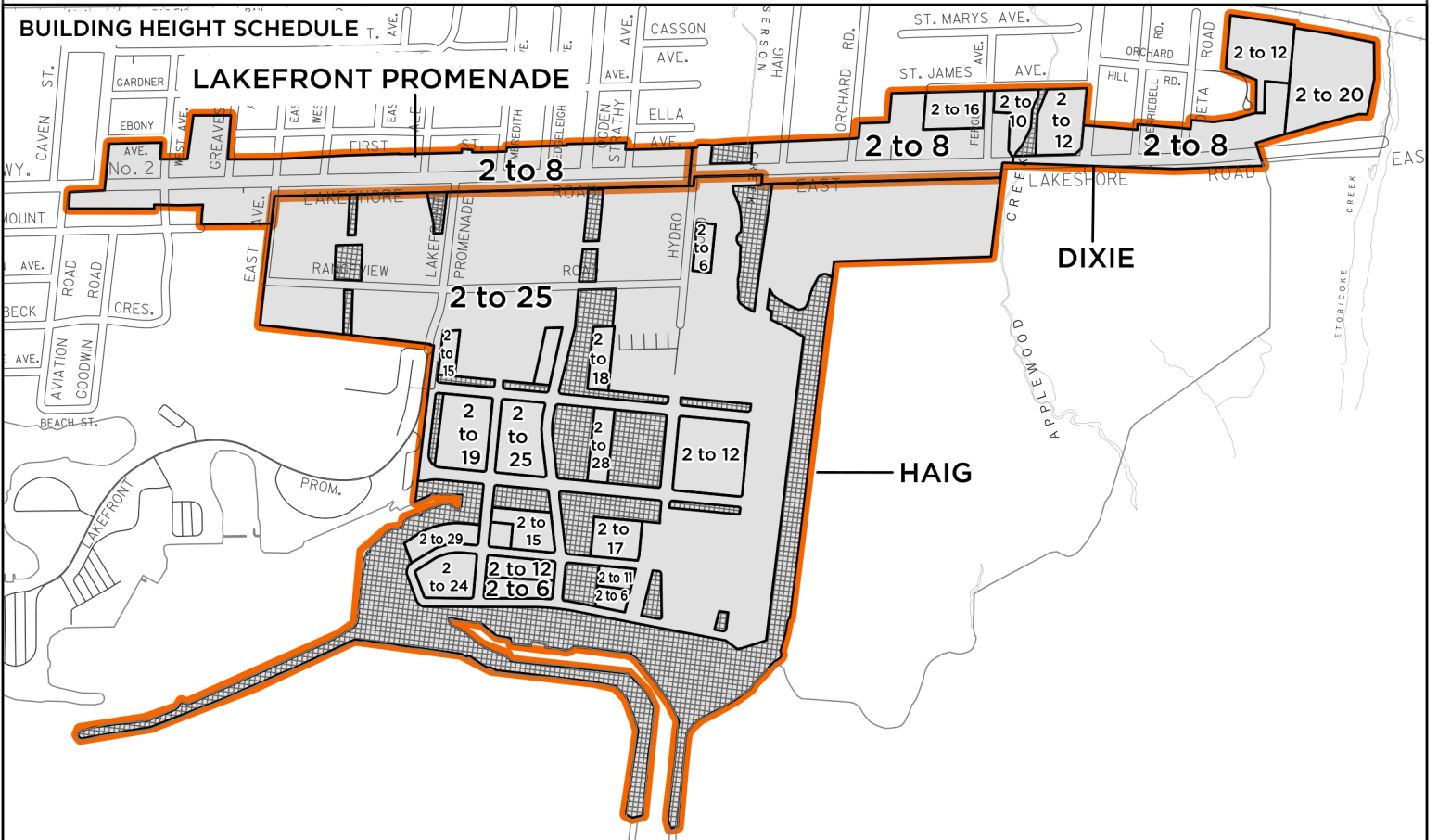


PMTSA Boundary (Height Map)	Business Employment	Mixed Use	City Structure - Special Purpose Area
PMTSA Boundary (Land Use Map)	Greenlands	Motor Vehicle Commercial	City Structure - Employment Area
Min # to Max # (In Storeys)	Industrial	Public Open Space	City Structure - Community Node
Height Not Applicable	Residential Low Density II	Utility	

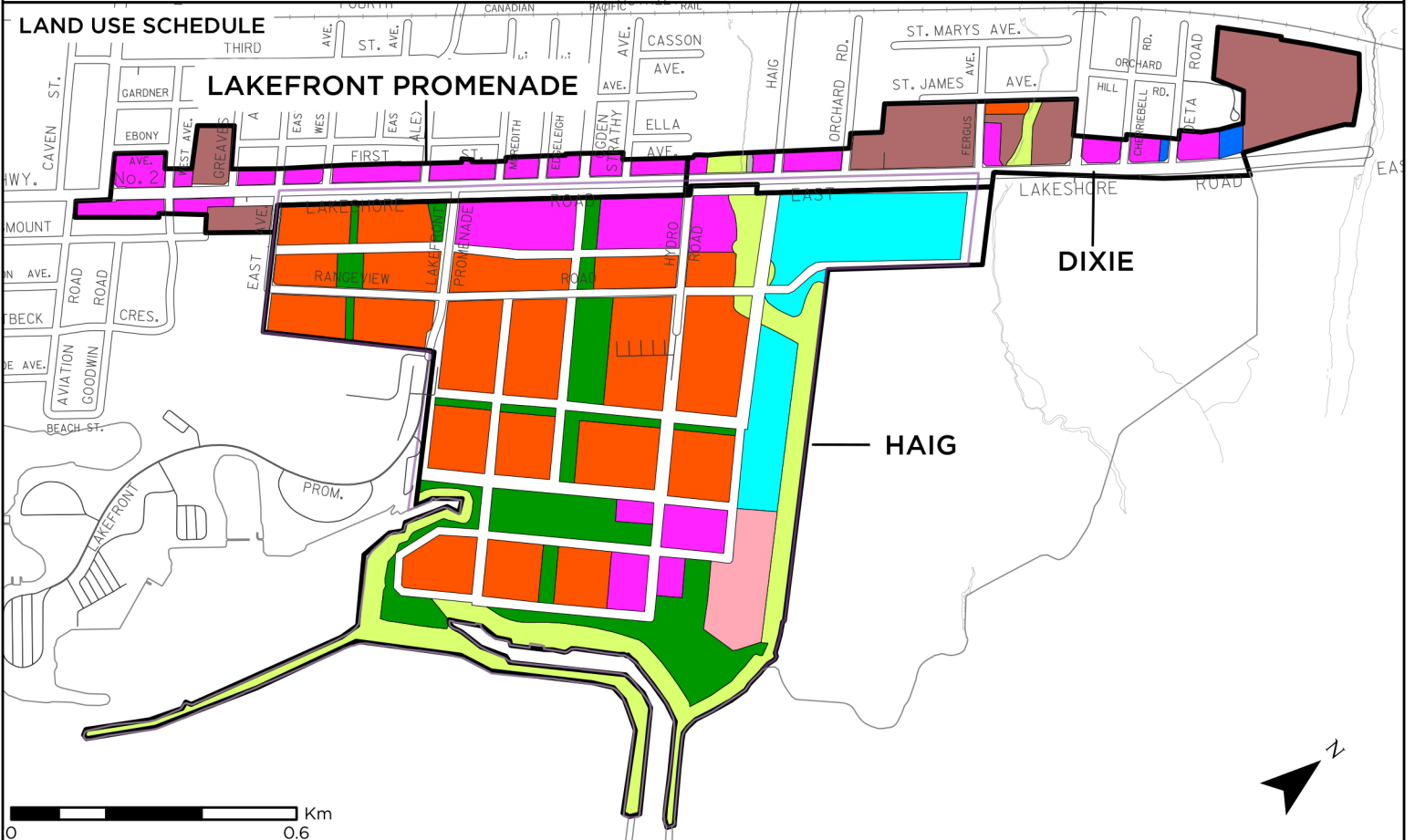
PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11q (LAKEFRONT PROMENADE, DIXIE, HAIG)

BUILDING HEIGHT SCHEDULE



LAND USE SCHEDULE

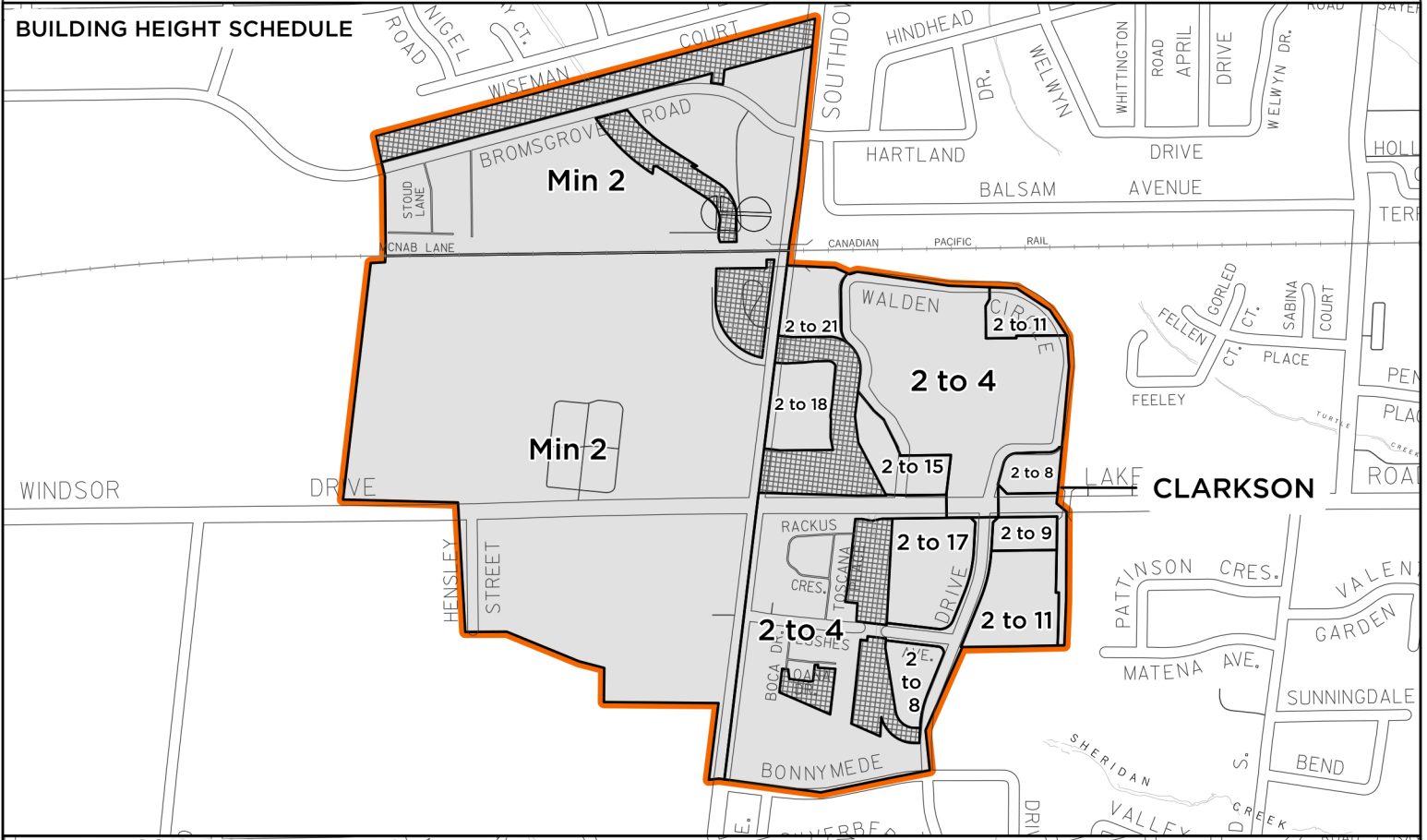


- PMTSA Boundary (Height Map)
- Business Employment
- Residential Medium Density
- City Structure - Major Node
- PMTSA Boundary (Land Use Map)
- Greenlands
- Residential High Density
- Mixed Use
- Min # to Max # (In Stores)
- Residential Low Density II
- Public Open Space
- Utility
- Height Not Applicable

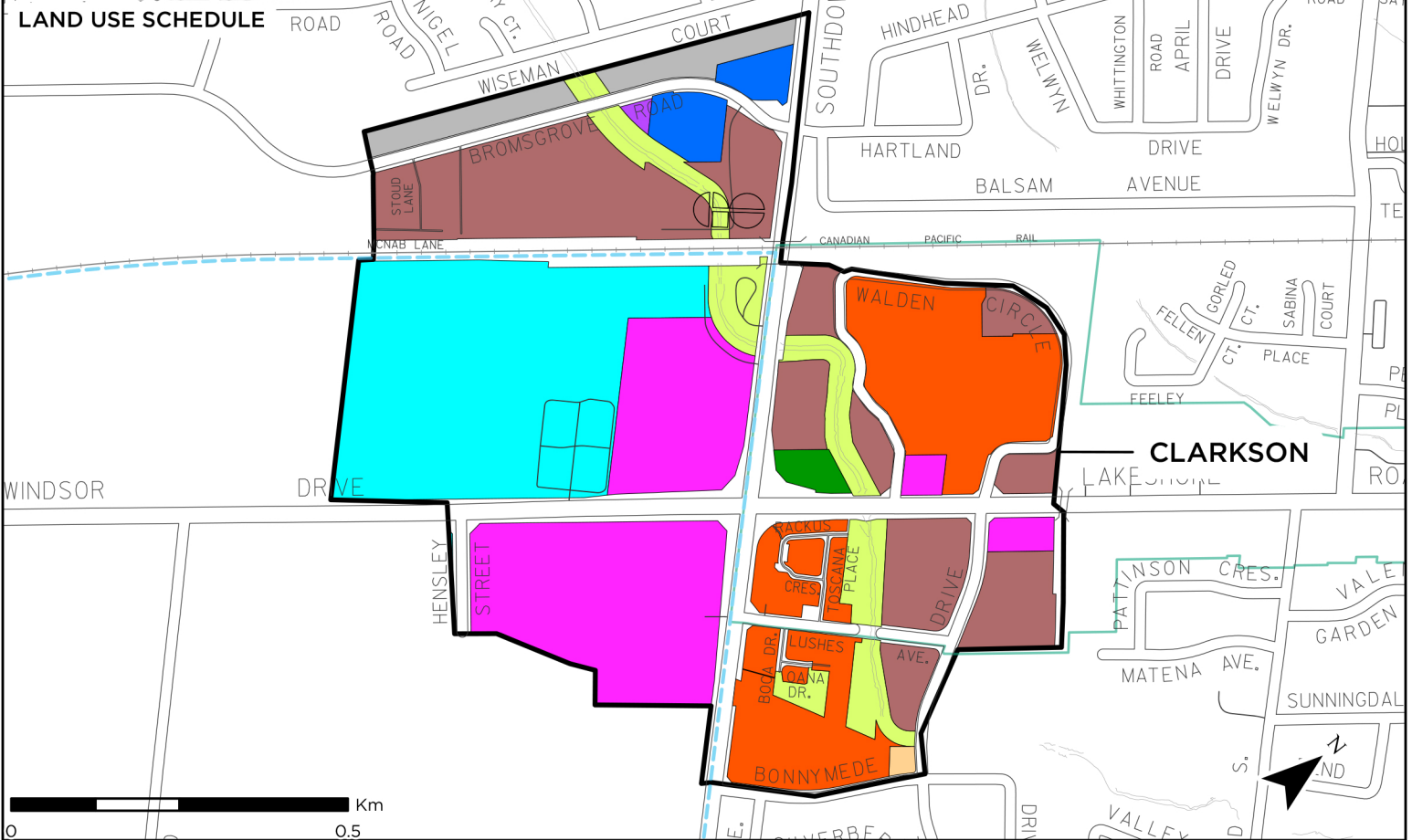
PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 11r (CLARKSON. GO)

BUILDING HEIGHT SCHEDULE



LAND USE SCHEDULE



- PMTSA Boundary (Height Map)
- Business Employment
- Residential Low Density II
- Public Open Space
- PMTSA Boundary (Land Use Map)
- Convenience Commercial
- Residential Medium Density
- Utility
- Min # to Max # (In Storeys)
- Greenlands
- Mixed Use
- City Structure - Employment Area
- Height Not Applicable
- Residential High Density
- Motor Vehicle Commercial
- City Structure - Community Node



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0194-2022

A by-law to Adopt Mississauga Official Plan Amendment No. 146

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. 146 to Mississauga Official Plan ("MOPA No. 146") is required from the Regional Municipality of Peel as the criteria to exempt MOPA No. 146 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. 146, the Region of Peel Official Plan will prevail to the extent of the conflict but in all other respects MOPA No. 146 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 Downtown Fairview, Cooksville and Hospital Character Areas;

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

1. The document attached hereto, constituting Amendment No. 146 to Mississauga Official Plan, is hereby adopted.
2. That the Clerk is hereby directed to submit Amendment No. 146 to the Mississauga Official Plan to the Regional Municipality of Peel for approval.


3. The policies of Amendment No. 146 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.

Approved by Legal Services City Solicitor City of Mississauga
MEM
Michal E. Minkowski
Date: August 3, 2022
File: CD.03-DOW



MAYOR



CLERK

Amendment No. 146
to
Mississauga Official Plan

By-law No. 0194-2022

A by-law to Adopt Mississauga Official Plan Amendment No. 146

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. 146 to Mississauga Official Plan ("MOPA No. 146") is required from the Regional Municipality of Peel, as the criteria to exempt MOPA No. 146 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. 146, the Region of Peel Official Plan will prevail to the extent of the conflict but in all other respects MOPA No. 146 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 Downtown Fairview, Cooksville and Hospital Character Areas;


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

1. The document attached hereto, constituting Amendment No. 146 to Mississauga Official Plan, is hereby adopted.
2. That the Clerk is hereby directed to submit Amendment No. 146 to the Mississauga Official Plan to the Regional Municipality of Peel for approval.

3. The policies of Amendment No. 146 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 
MAYOR

Signed 
CLERK

Amendment No. 146
to
Mississauga Official Plan

The following text and Maps "A" to "E2" attached constitute Amendment No. 146.

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

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

Appendix II 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 revise existing policies and add new protected major transit station area policies on heights, densities and uses of land for the Downtown Fairview, Cooksville and Hospital Character Areas.

LOCATION

The lands affected by this Amendment are located in the Downtown Fairview, Cooksville and Hospital Character Areas, as identified in Mississauga Official Plan.

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 Downtown Fairview, Cooksville and Hospital Character Areas provide further policies to guide, accommodate and support growth within protected Major Transit Station Areas.

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

1. The proposed Amendment supports the Hurontario/Main Street Corridor Master Plan and Dundas Connects Master Plan by facilitating transit-supportive development and it supports Vision Cooksville to achieve a complete community.
2. The proposed Amendment implements Mississauga Official Plan key guiding principles that promote a strong and sustainable diversified economy; plan for more housing and jobs; and support 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, institutional and community uses.
4. The proposed Amendment supports uses that create a healthier community; and proposes land uses for the Mississauga Hospital in accordance with the Minister's Zoning Order issued by the Province on April 1, 2022.
5. 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 provisions of subsection 16(16) of the *Planning Act* for protected **major transit station areas**

in the Downtown Fairview, Cooksville and Hospital Character Areas identified with a text box around the policy.

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 12.1, Introduction, Downtown, of Mississauga Official Plan, is hereby amended by adding new paragraphs after the first two paragraphs as follows:

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. 146, the Region of Peel Official Plan policies will prevail.

The Downtown includes 10 Protected **Major Transit Station Areas** as shown on Schedule 2: Intensification Areas, and identified on Schedule 11: Protected Major Transit Station Areas.

NOTE: Schedule 11 - see Mississauga Official Plan Amendment Number 144.

- Burnhamthorpe;
 - City Centre;
 - Cooksville GO;
 - Duke of York;
 - Dundas;
 - Fairview;
 - Robert Speck;
 - Main;
 - North Service; and
 - Queensway.
2. Section 12.1.1, General, Downtown, of Mississauga Official Plan, is hereby amended by deleting Policies 12.1.1.2, 12.1.1.3 and 12.1.1.5.
 3. Section 12.1.1, General, Downtown, of Mississauga Official Plan, is hereby amended by adding a text box to Policy 12.1.1.6.

4. Section 12.1.2, Residential, Downtown, of Mississauga Official Plan, is hereby amended by deleting Policy 12.1.2.2.
5. Section 12.1.2, Residential, Downtown, of Mississauga Official Plan, is hereby amended by adding a text box to Policy 12.1.2.1.
6. Section 12.1.3, Mixed Use, Downtown, of Mississauga Official Plan, is hereby amended by adding a text box to Policy 12.1.3.1.
7. Section 12.1.4, Office, Downtown, of Mississauga Official Plan, is hereby amended by adding a text box to Policy 12.1.4.1.
8. Section 12.1.5, Motor Vehicle Commercial, Downtown, of Mississauga Official Plan, is hereby amended by adding a text box to Policy 12.1.5.1.
9. Section 12.1.6, Business Employment, Downtown, of Mississauga Official Plan, is hereby amended by adding a text box to Policy 12.1.6.1.
10. Section 12.1.7, Industrial, Downtown, of Mississauga Official Plan, is hereby amended by adding a text box to Policy 12.1.7.1.
11. Section 12.3, Downtown Fairview Character Area, of Mississauga Official Plan, is hereby amended by deleting the **floor space index (FSI)** ranges, deleting Special Sites 1 to 4 and adding Exempt Site 1 on Map 12-3: Downtown Fairview Character Area, in accordance with the changes to the Special Site and Exempt Site Policies.
12. Section 12.3, Downtown Fairview Character Area, of Mississauga Official Plan, is hereby amended by deleting Sections 12.3.1 and 12.3.2.
13. Section 12.3, Downtown Fairview Character Area, of Mississauga Official Plan, is hereby amended by adding Sections 12.3.3 and 12.3.4 and adding a text box to the Policies as follows:

12.3.3 Building Height

12.3.3.1 The greatest building heights will be located at the existing and planned buildings at Elm Drive West and Hurontario Street as shown on Schedule 11k: Protected Major Transit Station Area Building Heights Schedule. Heights beyond this intersection should transition down to ensure the prominence of the Downtown Core.

12.3.3.2 On lands designated Residential High Density and Mixed Use, the maximum permitted building height as shown on Schedule 11k may be exceeded by up to three storeys without an amendment to this Plan, subject to meeting the building transition policies of this Plan, where a development provides additional non-residential uses, including community infrastructure. One additional storey in building height may be permitted for every 900 square metres of non-residential gross floor area (GFA) provided above the

first storey. This does not include amenity space, above grade parking or ground floor non-residential uses, where required by the policies of this Plan.

12.3.4 Land Use

12.3.4.1 Residential High Density

12.3.4.1.1 Notwithstanding the policies of this Plan, development along Hurontario Street will provide non-residential uses on the ground floor where the building is immediately adjacent to the Hurontario Street right-of-way.

12.3.4.2 Mixed Use

12.3.4.2.1 Notwithstanding the policies of this Plan, development along Hurontario Street:

- a. will provide non-residential uses on the ground floor where the building is immediately adjacent to Hurontario Street; and
- b. may consist of primarily residential uses above the ground floor.

12.3.4.3 Office

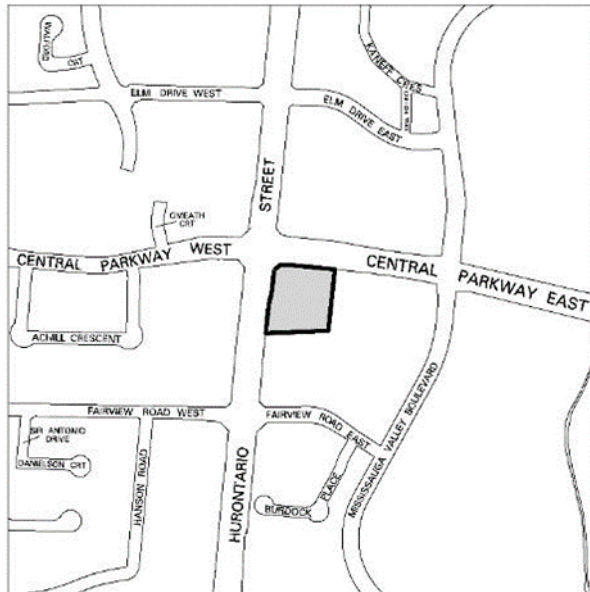
12.3.4.3.1 Redevelopment of existing office buildings that results in the loss of office floor space will not be permitted, unless the same amount of office space is retained or replaced through new development.

14. Section 12.3, Downtown Fairview Character Area, of Mississauga Official Plan is hereby amended by adding Section 12.3.5 and a text box to Policy 12.3.5.1.2 as follows:

12.3.5 Exempt Site Policies

There are sites within the Character Area that merit special attention and are subject to the following policies.

12.3.5.1 Site 1



12.3.5.1.1 The lands identified as Exempt Site 1 are located on the southeast corner of Hurontario Street and Central Parkway East.

12.3.5.1.2 Notwithstanding the policies of this Plan, motor vehicle commercial uses will also be permitted.

15. Section 12.4, Downtown Cooksville Character Area, of Mississauga Official Plan, is hereby amended by deleting the **floor space index (FSI)** ranges, deleting and replacing Special Site 2, and deleting Special Sites 6 and 8 on Map 12-4 Downtown Cooksville Character Area in accordance with the Special Site Policies.
16. Section 12.4, Downtown Cooksville Character Area, of Mississauga Official Plan, is hereby amended by adding Section 12.4.5 and adding a text box to policies 12.4.5.1 and 12.4.5.2 as follows:

12.4.5 Building Height

12.4.5.1 The greatest building heights will be located in proximity to the Cooksville GO station as shown on Schedule 11I: Protected Major Transit Station Area Building Heights Schedule.

12.4.5.2 On lands designated Residential High Density and Mixed Use and located outside of Special Site 1 in Downtown Cooksville, the maximum permitted building height as shown on Schedule 11I may be exceeded by up to three storeys without an amendment to this Plan, subject to meeting the building transition policies of this Plan, where a development provides additional non-residential uses, including community infrastructure. One additional storey in building height may be permitted for every 900 square

metres of non-residential gross floor area (GFA) provided above the first storey. This does not include amenity space, above grade parking or ground floor non-residential uses, where required by the policies of this Plan.

17. Section 12.4, Downtown Cooksville Character Area, of Mississauga Official Plan, is hereby amended by adding section 12.4.7 and adding a text box to the policies as follows:

12.4.7 Land Use

12.4.7.1 Residential High Density

12.4.7.1.1 Notwithstanding the policies of this Plan, development will provide non-residential uses on the ground floor where the building is immediately adjacent to any of the following streets: Hurontario Street, Dundas Street, Hillcrest Avenue (Cook Street to Hurontario Street) and King Street (new Cook Street to Shepard Avenue).

12.4.7.2 Mixed Use

12.4.7.2.1 Notwithstanding the policies of this Plan, development along Hurontario Street, Dundas Street, Hillcrest Avenue (Cook Street to Hurontario Street) and King Street (new Cook Street to Shepard Avenue):

- a. will provide non-residential uses on the ground floor where the building is immediately adjacent to a street listed above; and
- b. may consist of primarily residential uses above the ground floor if not subject to a special site policy.

12.4.7.2.2 Notwithstanding the policies of this Plan, the following additional uses will be permitted:

- a. banquet hall;
- b. conference centre; and
- c. entertainment, recreation and sports facilities.

12.4.7.3 Office

12.4.7.3.1 Redevelopment of existing office buildings that results in the loss of office floor space will not be permitted, unless the same amount of office space is retained or replaced through new development.

18. Section 12.4.3, Special Site Policies, Downtown Cooksville Character Area, of Mississauga Official Plan, is hereby amended by renumbering Sections 12.4.3 and 12.4.4 to 12.4.8 and 12.4.9.

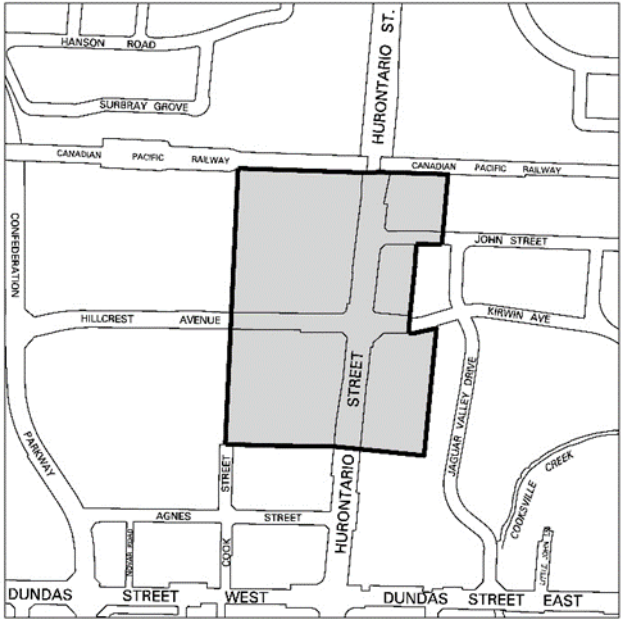
19. Section 12.4.3.1 (existing), Site 1, Downtown Cooksville Character Area, of Mississauga Official Plan, is hereby amended by deleting 'a' and 'd' from Policy 12.4.3.1.2. and by replacing 'a' and 'd' with a text box as follows:

- a. minimum building heights of three storeys and a maximum of 18 storeys directly abutting Dundas Street and Hurontario Street frontages to create an appropriate main street scale of development;
- d. a minimum of three floors of non-residential uses will be required for buildings on lands designated Mixed Use or Residential High Density that are immediately adjacent to Hurontario Street and Dundas Street.

20. Section 12.4.3 (existing), Special Site Policies, Downtown Cooksville Character Area, of Mississauga Official Plan, is hereby amended by deleting Special Sites 2, 6 and 8.

21. Section 12.4.3 (existing), Special Site Policies, Downtown Cooksville Character Area, of Mississauga Official Plan is hereby amended by adding Special Site 2 and adding a text box to Policy 12.4.8.2.2 as follows:

12.4.8.2 Site 2



12.4.8.2.1 The lands identified as Special Site 2 are located on the east and west sides of Hurontario Street between the Canadian Pacific Railway and north of Agnes Street.

- 12.4.8.2.2 Notwithstanding the policies of this Plan, a minimum of three floors of non-residential uses will be required for buildings on lands designated

Mixed Use or Residential High Density that are immediately adjacent to Hillcrest Avenue and Hurontario Street.

22. Section 12.4.3 (existing), Special Site Policies, Downtown Cooksville Character Area, of Mississauga Official Plan, is hereby amended by adding a text box to policies 12.4.3.5.2 (existing) and 12.4.3.7.2 (existing).
23. Section 12.5, Downtown Hospital Character Area, of Mississauga Official Plan, is hereby amended by deleting the **floor space index (FSI)** ranges, deleting and replacing Special Site 2, and deleting Special Sites 3, 4 and 5 on Map 12-5 Downtown Hospital Character Area in accordance with the Special Site Policies.
24. Section 12.5, Downtown Hospital Character Area, of Mississauga Official Plan, is hereby amended by deleting Policy 12.5.1.1 and Section 12.5.3.
25. Section 12.5, Downtown Hospital Character Area, of Mississauga Official Plan, is hereby amended by renumbering Sections 12.5.4 to 12.5.6.
26. Section 12.5, Downtown Hospital Character Area, of Mississauga Official Plan, is hereby amended by adding Sections 12.5.3 and 12.5.5 and a text box to the policies as follows:

12.5.3 Building Height

12.5.3.1 The greatest building heights will be located at the rapid transit stop at Hurontario Street and Queensway as shown on Schedule 11I: Protected Major Transit Station Area Building Heights Schedule.

12.5.3.2 On lands designated Residential High Density and Mixed Use, the maximum permitted building height as shown on Schedule 11I may be exceeded by up to three storeys without an amendment to this Plan, subject to meeting the building transition policies of this Plan, where a development provides additional non-residential uses, including community infrastructure. One additional storey in building height may be permitted for every 900 square metres of non-residential gross floor area (GFA) provided above the first storey. This does not include amenity space, above grade parking or ground floor non-residential uses, where required by the policies of this Plan.

12.5.5 Land Use

12.5.5.1 Development proposals in the vicinity of the Mississauga Hospital must demonstrate that new buildings and structures do not interfere with the flight path to the hospital heliport.

12.5.5.2 Residential High Density

12.5.5.2.1 Notwithstanding the policies of this Plan, development will provide non-residential uses on the ground floor where the building is immediately

adjacent to any of the following streets: Hurontario Street, King Street (new Cook Street to Hurontario) and Queensway.

12.5.5.3 Mixed Use

12.5.5.3.1 Notwithstanding the policies of this Plan, development along Hurontario Street, King Street (new Cook Street to Hurontario Street) and Queensway:

- a. will provide non-residential uses on the ground floor where the building is immediately adjacent to a street listed above; and
- b. may consist of primarily residential uses above the ground floor if not subject to a special site policy.

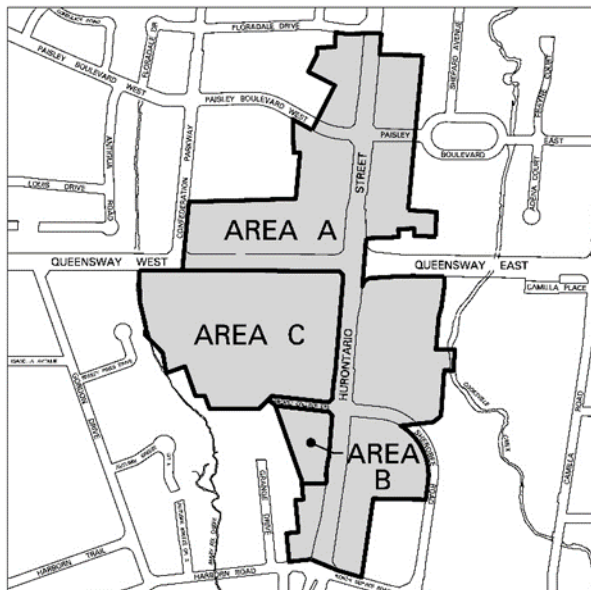
12.5.5.4 Office

12.5.5.4.1 Redevelopment of existing office buildings that results in the loss of office floor space will not be permitted, unless the same amount of office space is retained or replaced through new development.

27. Section 12.5.4 (existing), Special Site Policies, Downtown Hospital Character Area, of Mississauga Official Plan is hereby amended by deleting Special Sites 2 to 5 and adding a text box to Policy 12.5.4.6.2.

28. Section 12.5.4 (existing), Special Site Policies, Downtown Hospital Character Area, of Mississauga Official Plan is hereby amended by adding a new Special Site 2 and a text box to Policy 12.5.6.2.2 as follows:

12.5.6.2 Site 2



12.5.6.2.1 The lands identified as Special Site 2 are located on the east and west sides of Hurontario Street between Floradale Drive and Harborn Road/North Service Road and identified as a health district.

12.5.6.2.2 Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. lands identified as Area A and Area B that are designated Mixed Use or Residential High Density will provide a minimum of three floors of non-residential uses in buildings immediately adjacent to Hurontario Street and Queensway West;
- b. lands identified as Area B will also permit funeral homes and nursing homes; and
- c. lands identified as Area C will provide a potential location for an urban plaza and will also permit the following uses:
 - conference centre;
 - education and training facility;
 - financial institution;
 - major and **secondary office**;
 - overnight accommodation;
 - personal service establishment;
 - research and development;
 - restaurant;
 - retail store;
 - retirement building to a maximum building height of 25 storeys; and
 - special needs housing, including a long-term care facility and a hospice to a maximum building height of 25 storeys.

29. Schedule 1, Urban System, of Mississauga Official Plan, is hereby amended by adding lands to the Green System as shown on Map "A" of this Amendment.

30. Schedule 1a, Urban System - Green System, of Mississauga Official Plan, is hereby amended by adding lands to the Green System as shown on Map "B" of this Amendment.
31. Schedule 4, Parks and Open Spaces, of Mississauga Official Plan, is hereby amended by adding lands to the Public and Private Open Spaces as shown on Map "C" of this Amendment.
32. Schedule 5, Long Term Road Network, of Mississauga Official Plan, is hereby amended by changing the future road link to a minor collector and future minor collector as shown on Map "D" of this Amendment.
33. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designations from Motor Vehicle Commercial and Convenience Commercial to Mixed Use; and Mixed Use to Office, Public Open Space and No Designation, and Residential High Density to Residential Medium Density as shown on Map "E1" of this Amendment.
34. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designations from Residential Low Density I and Residential Medium Density to Residential High Density; Convenience Commercial to Mixed Use; Residential High Density to Institutional, and Residential Low Density II to Residential Medium Density as shown on Map "E2" of this Amendment.

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

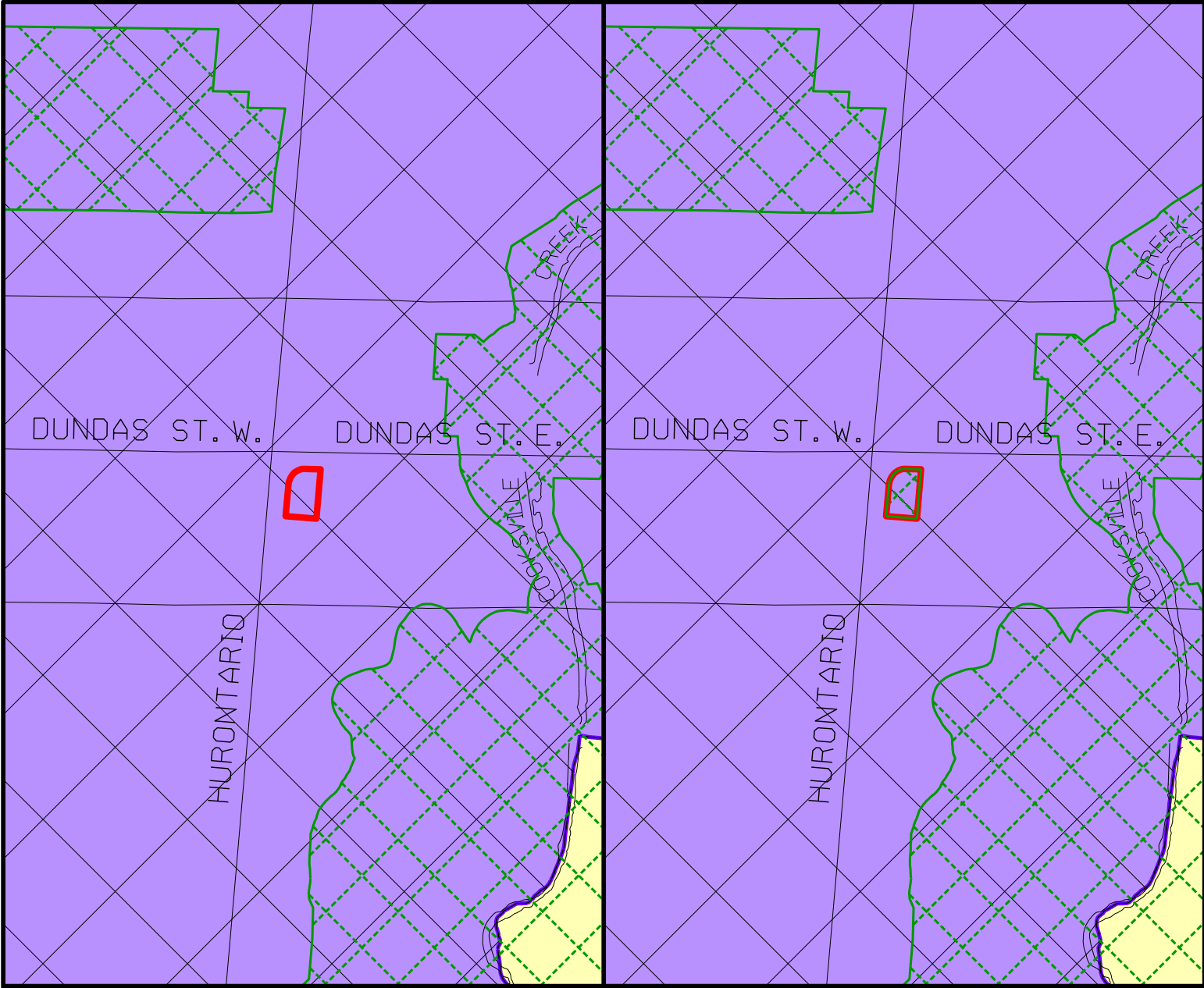
The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

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

APPENDIX I

PUBLIC MEETING

All property owners and residents within the City of Mississauga were invited to attend Public Meetings of the Planning and Development Committee held on May 9, 2022 and July 5, 2022 in connection with this proposed Amendment. Several comments were made regarding Downtown Cooksville Character Area boundaries, land uses, maximum building heights, urban design, transportation, affordable housing and the review of development applications in process. These concerns have been addressed at the meeting and in the Planning and Building Department report dated June 10, 2022 attached to this Amendment as Appendix II.



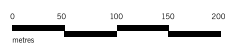
EXISTING

AMENDED

LEGEND

- GREEN SYSTEM**
 - Green System
- CITY STRUCTURE**
 - Downtown
 - Major Node
 - Community Node
 - Neighbourhood
 - Corporate Centre
 - Employment Area
 - Special Purpose Area
- CORRIDORS**
 - Corridor
 - Intensification Corridor
- AREA OF AMENDMENT

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



MAP 'A'
Part of
Schedule 1 Urban System
of Mississauga Official Plan

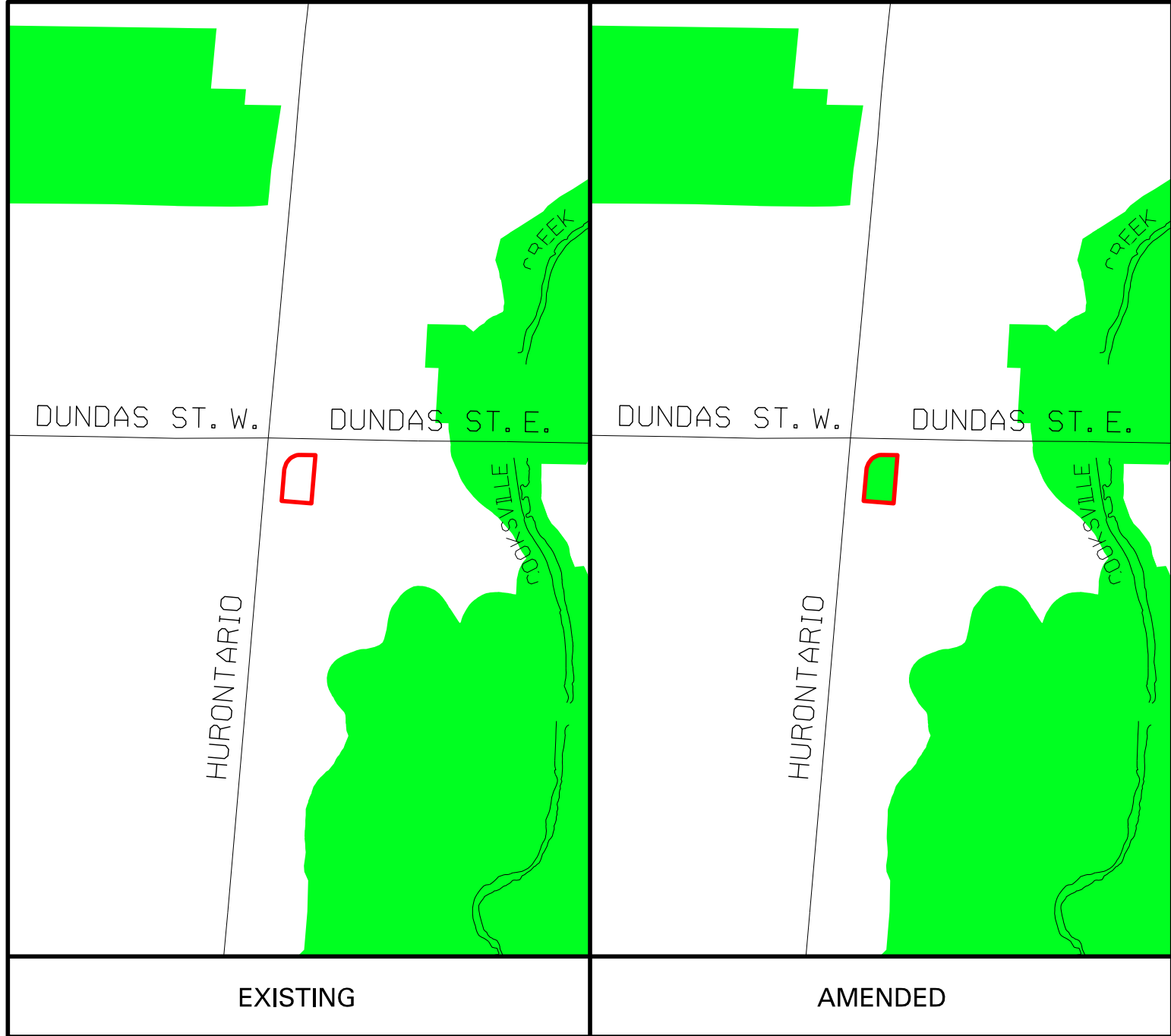



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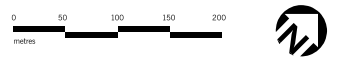
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LEGEND:
 AREA OF AMENDMENT

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.



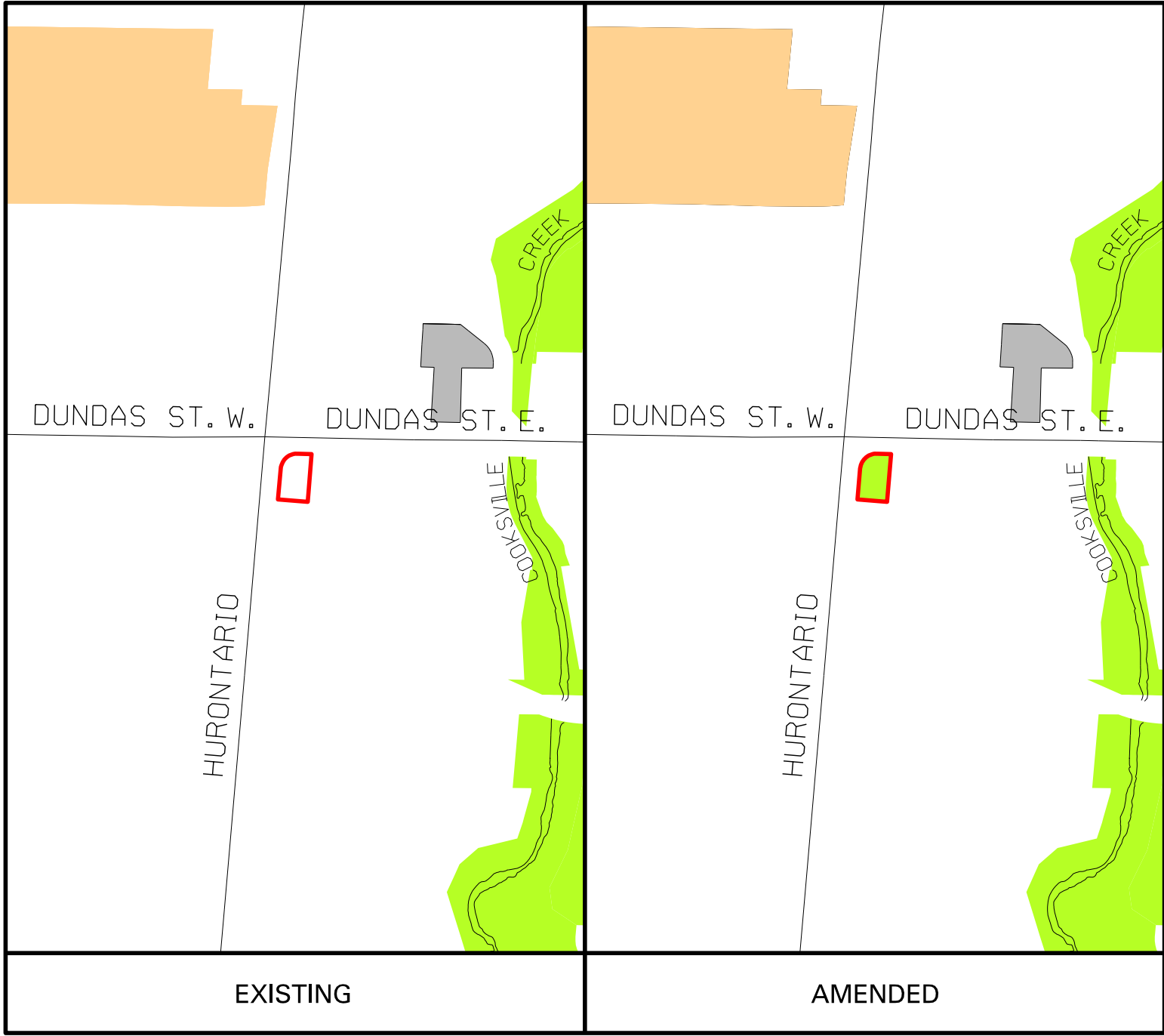
MAP 'B'
Part of Schedule 1a
Urban System - Green System
of Mississauga Official Plan






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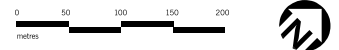


LEGEND

-  Public and Private Open Spaces
-  Parkway Belt West
-  Educational Facilities
-  Utilities
-  AREA OF AMENDMENT

Notes:

1. The entire Green System is shown on Schedule 1a.
2. 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.
3. The Public and Private Open Spaces identified on this Schedule include lands designated Public Open Space, Private Open Space and Greenlands as shown on Schedule 10.



MAP 'C'
 Part of Schedule 4
 Parks and Open Spaces
 of Mississauga Official Plan



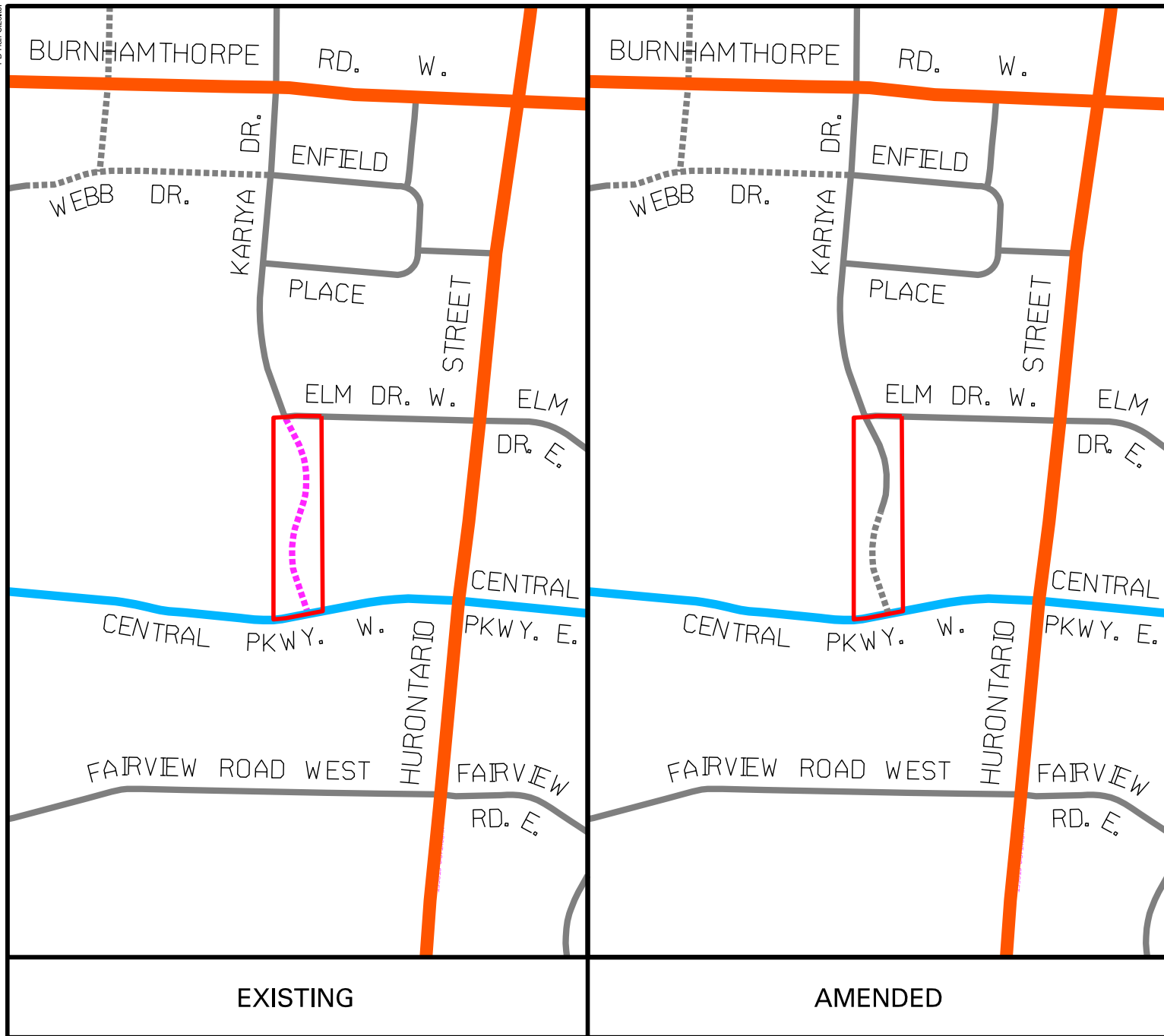
EXISTING

AMENDED

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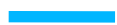








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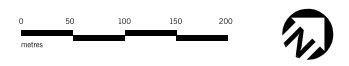
EXISTING

AMENDED

LEGEND

-  Provincial Highway and Interchange
-  Regional Arterial
-  Arterial
-  Future Arterial (conceptual)
-  Major Collector
-  Future Major Collector (conceptual)
-  Major Collector (Scenic Route)
-  Regional Major Collector (Scenic Route)
-  Minor Collector
-  Future Minor Collector
-  Minor Collector (Scenic Route)
-  Future Road Link to be added
-  AREA OF AMENDMENT

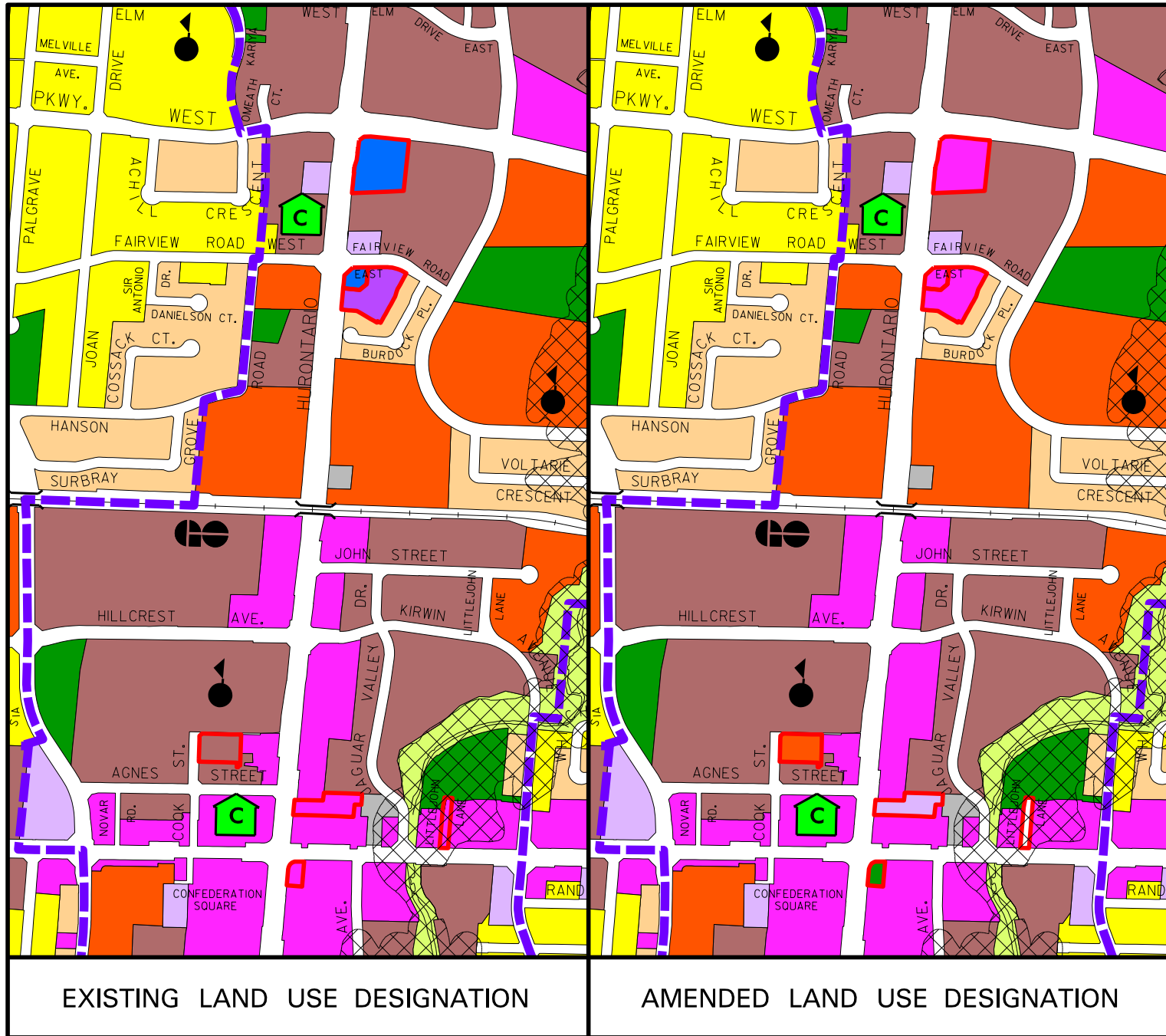
- Notes:
1. The Britannia Road East link from Tomken Road to Kennedy Road is conceptual and is subject to further study.
 2. Roads shown on the map are not all under Mississauga jurisdiction.
 3. All lines shown are conceptual.
 4. Base map information (eg. railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



MAP 'D'
 Part of Schedule 5
 Long Term Road Network
 of Mississauga Official Plan



5/30/2022

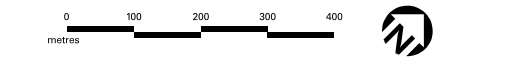


- ### LAND USE DESIGNATIONS
- Residential Low Density I
 - Residential Low Density II
 - Residential Medium Density
 - Residential High Density
 - Mixed Use
 - Downtown Core Mixed Use
 - Convenience Commercial
 - Motor Vehicle Commercial
 - Office
 - Business Employment
 - Industrial
 - Airport
 - Institutional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

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

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

- ### AREA OF AMENDMENT
- AREA OF AMENDMENT
- FROM:
- RESIDENTIAL HIGH DENSITY
 - MIXED USE
 - CONVENIENCE COMMERCIAL
 - MOTOR VEHICLE COMMERCIAL
- TO:
- RESIDENTIAL MEDIUM DENSITY
 - MIXED USE
 - OFFICE
 - PUBLIC OPEN SPACE
 - NO DESIGNATION



MAP 'E1'
Part of Schedule 10
Land Use Designations
of Mississauga Official Plan



EXISTING LAND USE DESIGNATION

AMENDED LAND USE DESIGNATION

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EXISTING LAND USE DESIGNATION

AMENDED LAND USE DESIGNATION

LEGEND

LAND USE DESIGNATIONS

	Residential Low Density I		Office
	Residential Low Density II		Institutional
	Residential Medium Density		Public Open Space
	Residential High Density		Private Open Space
	Mixed Use		Greenlands
	Convenience Commercial		Utility
	Motor Vehicle Commercial		

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 Exception from LBPIA Operating Area		Transway Station
	Natural Hazards		Public School
			Catholic School
			Hospital
			Community Facilities

City Structure

	Downtown		Neighbourhood
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AREA OF AMENDMENT

FROM:

	RESIDENTIAL LOW DENSITY I
	RESIDENTIAL LOW DENSITY II
	RESIDENTIAL MEDIUM DENSITY
	RESIDENTIAL HIGH DENSITY
	CONVENIENCE COMMERCIAL

TO:

	RESIDENTIAL MEDIUM DENSITY
	RESIDENTIAL HIGH DENSITY
	MIXED USE
	INSTITUTIONAL

Appealed to the Ontario Land Tribunal (OLT)
 OLT Case Number PL980724 (OLT 3 - City Plan)

0 100 200 300 400 metres

MAP 'E2'
 Part of Schedule 10
 Land Use Designations
 of Mississauga Official Plan

MISSISSAUGA

5/27/2022

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