

**Amendment No. 143**  
**to**  
**Mississauga Official Plan**



By-law No. \_\_\_\_\_

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 \_\_\_\_\_ day of \_\_\_\_\_, 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 deleting Policy 5.3.4.6 and renumbering Policies 5.3.4.7 to 5.3.4.10 as 5.3.4.6 to 5.3.4.9.~~
7. Section 5.3.6, Employment Areas, of Mississauga Official Plan, is hereby amended by ~~adding the words "outside of **Protected Major Transit Station Areas**" after "Conversion of lands within Employment Areas," in Policy 5.3.6.5. deleting Policy 5.3.6.5 and renumbering Policies 5.3.6.6 to 5.3.6.8 as 5.3.6.5 to 5.3.6.7.~~
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, 5.3.6.8.~~
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.

**Amendment No. 144**  
**to**  
**Mississauga Official Plan**





Bylaw No. \_\_\_\_\_

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 \_\_\_\_\_ day of \_\_\_\_\_, 2022.

Signed \_\_\_\_\_  
MAYOR

Signed \_\_\_\_\_  
CLERK

**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 and authorized uses of buildings or structures 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 lands within **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.

5.7.4.2 Development with heights in excess of the limits identified in this Plan may be permitted through a site-specific Official Plan Amendment application, subject to demonstrating, among other matters, the following:

- a. the City Structure hierarchy associated with the lands is maintained;
- b. the overall intent, goals, objectives, and policies of the Plan are achieved;
- c. the type, scale, and built form is appropriate and compatible with surrounding land uses, vision, and the planned context of the area;
- d. appropriate site size and configuration;
- e. provides for an appropriate transition to adjacent land uses and built forms, that minimizes visual impact, overall massing, shadowing, wind, and overlook;
- f. full funding is secured for planned higher-order transit improvements;
- g. existing or planned capacity of infrastructure and services such as water and wastewater, street network, community amenities, and multi-modal transportation systems is sufficient; and
- h. phasing of development is in accordance with the timing and delivery of infrastructure and services such as water and wastewater and transit infrastructure, including, but not limited to, distribution, connections, capacity, and level of service.

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**

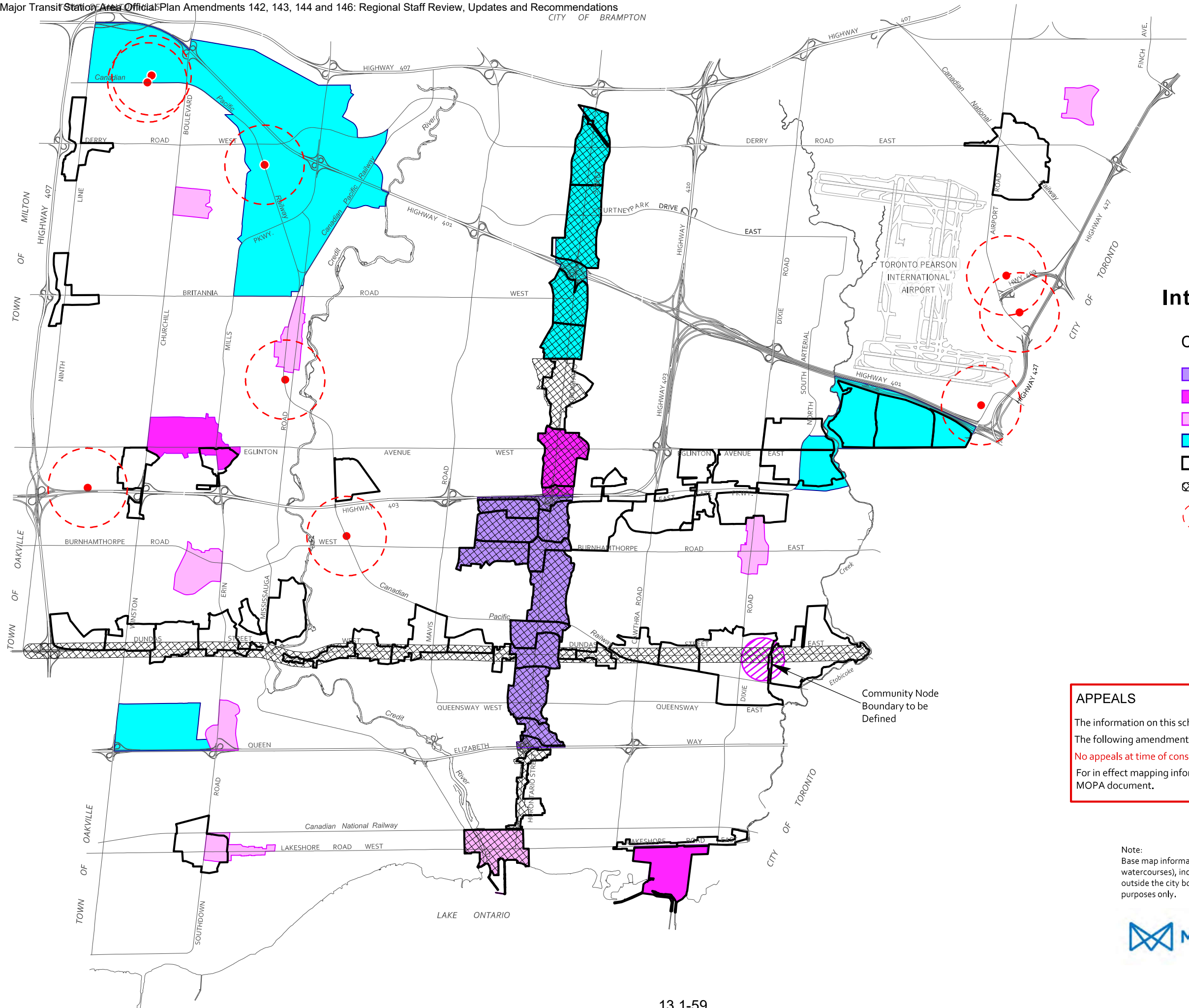
Transit Corridor	Protected Major Transit Station Areas	Reference Code*	Minimum Residents and Jobs Combined /Hectare*	Minimum Floor Space Index (FSI)	Land Use Schedule	Building Height Schedule
403 Transitway	Winston Churchill 403	403-2	90	1.00	11a	11a
403 Transitway	Erin Mills 403	403-3	160	1.00	11a	11a
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~~ Schedules 11a to 11r, attached hereto as Appendices 'C1' to 'C18'.



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**

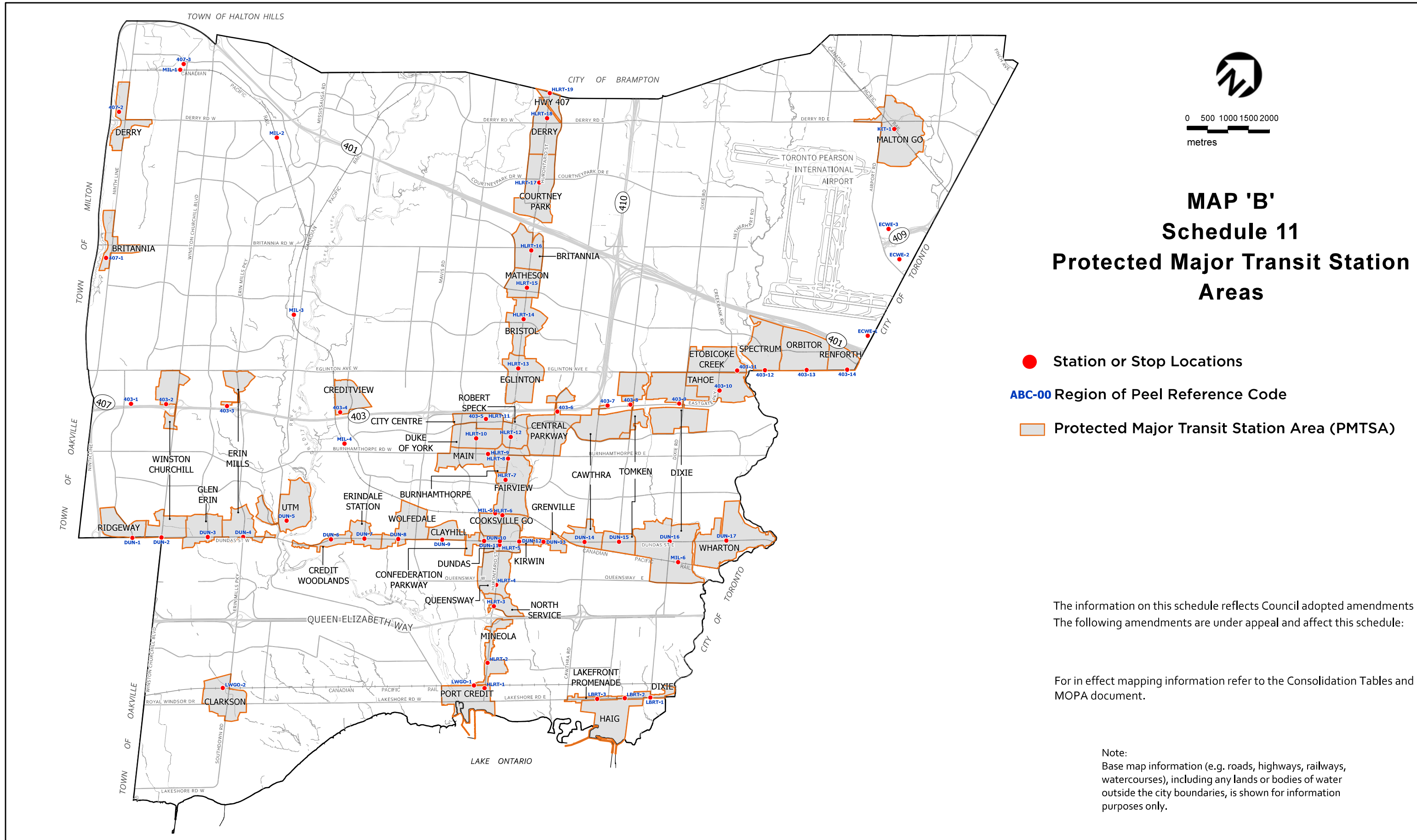
The information on this schedule reflects Council adopted amendments. The following amendments are under appeal and affect this schedule:

**No appeals at time of consolidation**

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

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.





0 500 1000 1500 2000  
metres

## MAP 'B' Schedule 11 Protected Major Transit Station Areas

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

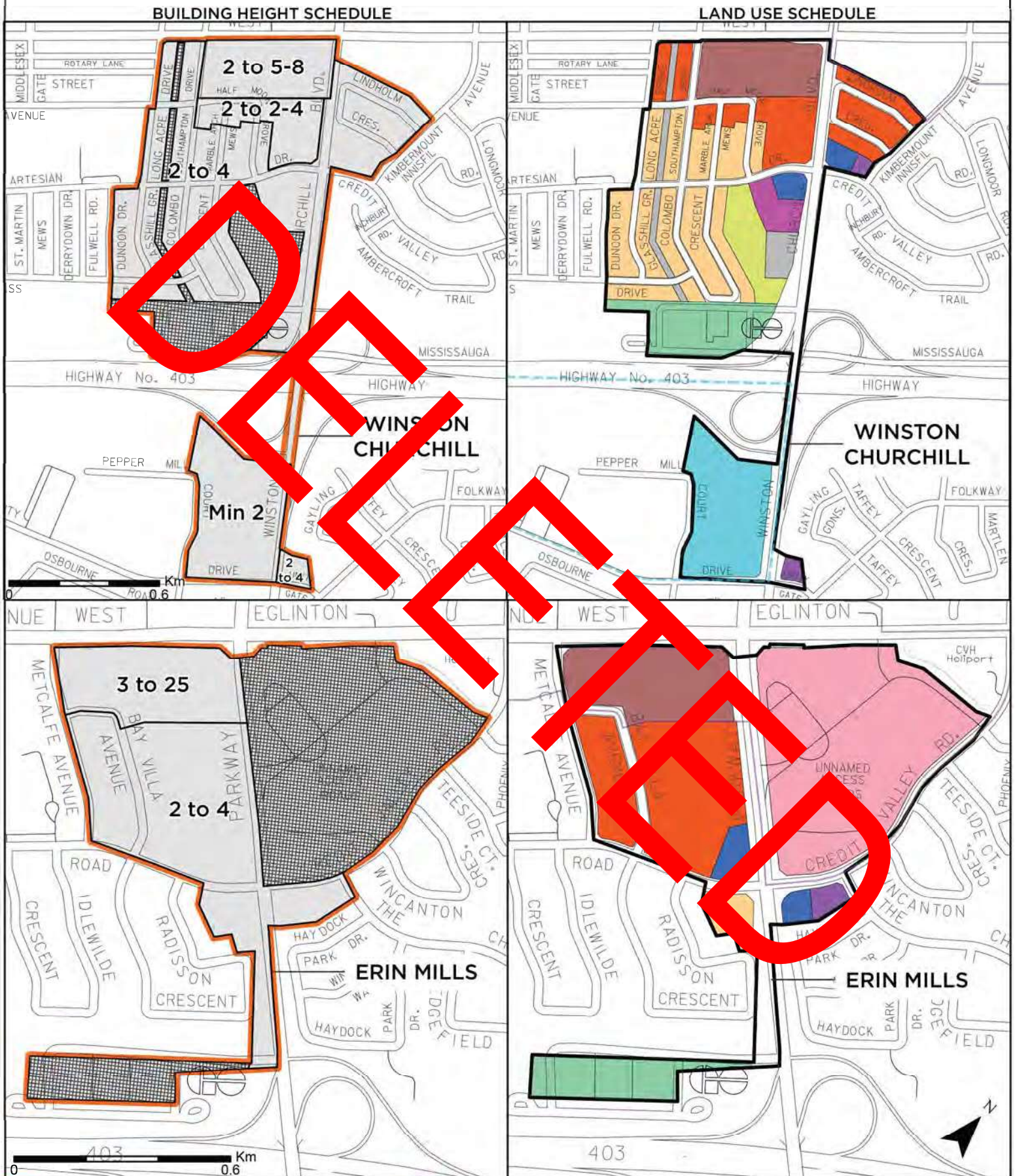
The information on this schedule reflects Council adopted amendments  
 The following amendments are under appeal and affect this schedule:

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)



<ul style="list-style-type: none"> <li><span style="border: 1px solid orange; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> PMTSA Boundary (Height Map)</li> <li><span style="border: 2px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> PMTSA Boundary (Land Use Map)</li> <li><span style="background-color: #cccccc; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Min # to Max # (In Storeys)</li> <li><span style="background-color: #cccccc; border: 1px dashed black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Height Not Applicable</li> <li><span style="background-color: #add8e6; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Business Employment</li> </ul>	<ul style="list-style-type: none"> <li><span style="background-color: #800080; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Convenience Commercial</li> <li><span style="background-color: #90ee90; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Greenlands</li> <li><span style="background-color: #8b4513; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Residential High Density</li> <li><span style="background-color: #f5deb3; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Residential Low Density II</li> <li><span style="background-color: #ff4500; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Residential Medium Density</li> </ul>	<ul style="list-style-type: none"> <li><span style="background-color: #800080; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Mixed Use</li> <li><span style="background-color: #0000ff; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Motor Vehicle Commercial</li> <li><span style="background-color: #008000; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Parkway Belt West</li> <li><span style="background-color: #808080; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Utility</li> <li><span style="background-color: #ffb6c1; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Institutional</li> </ul>	<ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> City Structure - Major Node</li> <li><span style="border: 2px dashed blue; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> City Structure - Employment Area</li> </ul>
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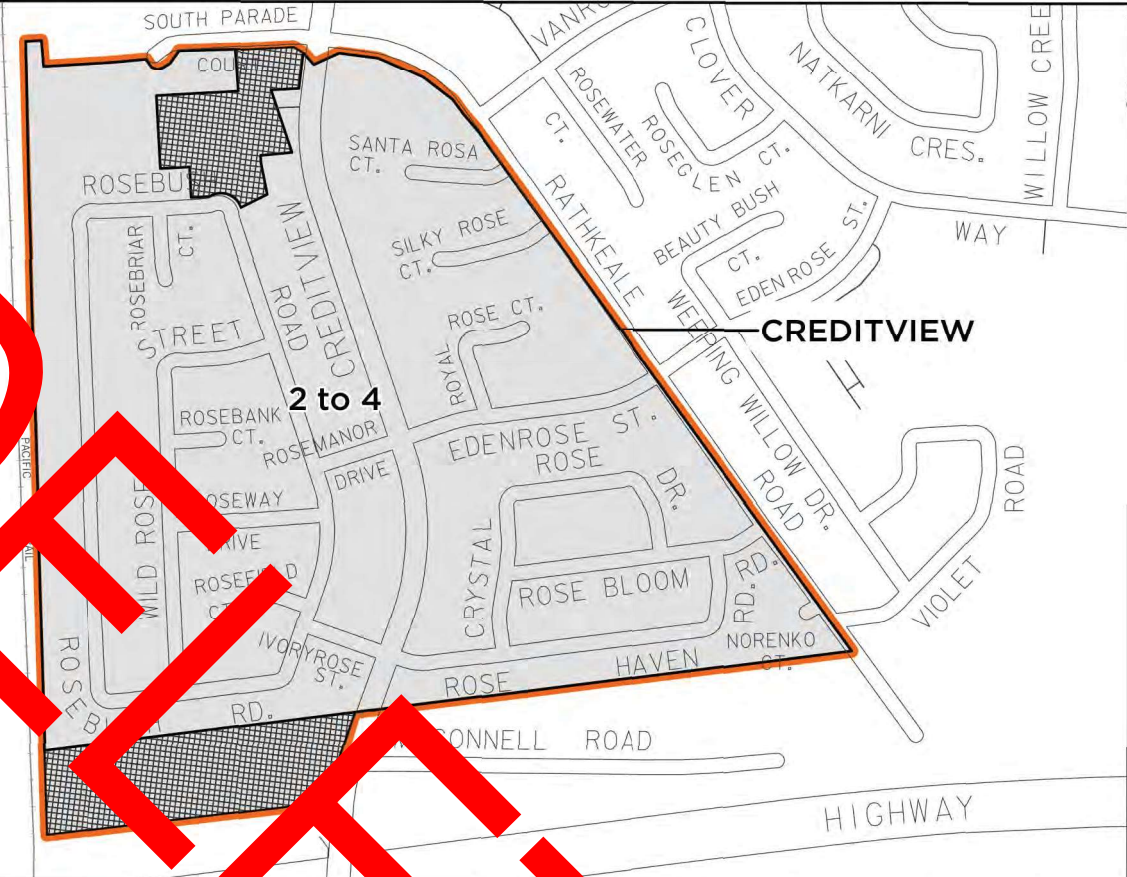
13.1-61

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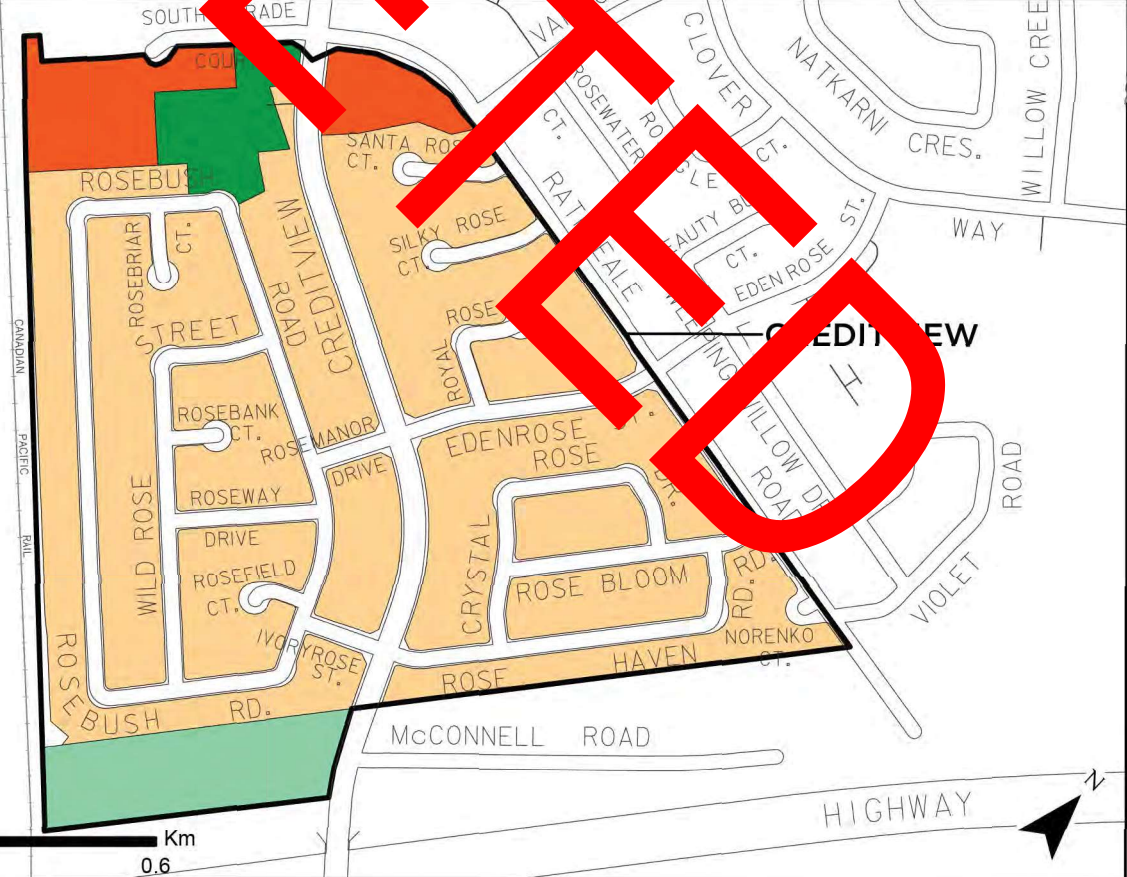
# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

## 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

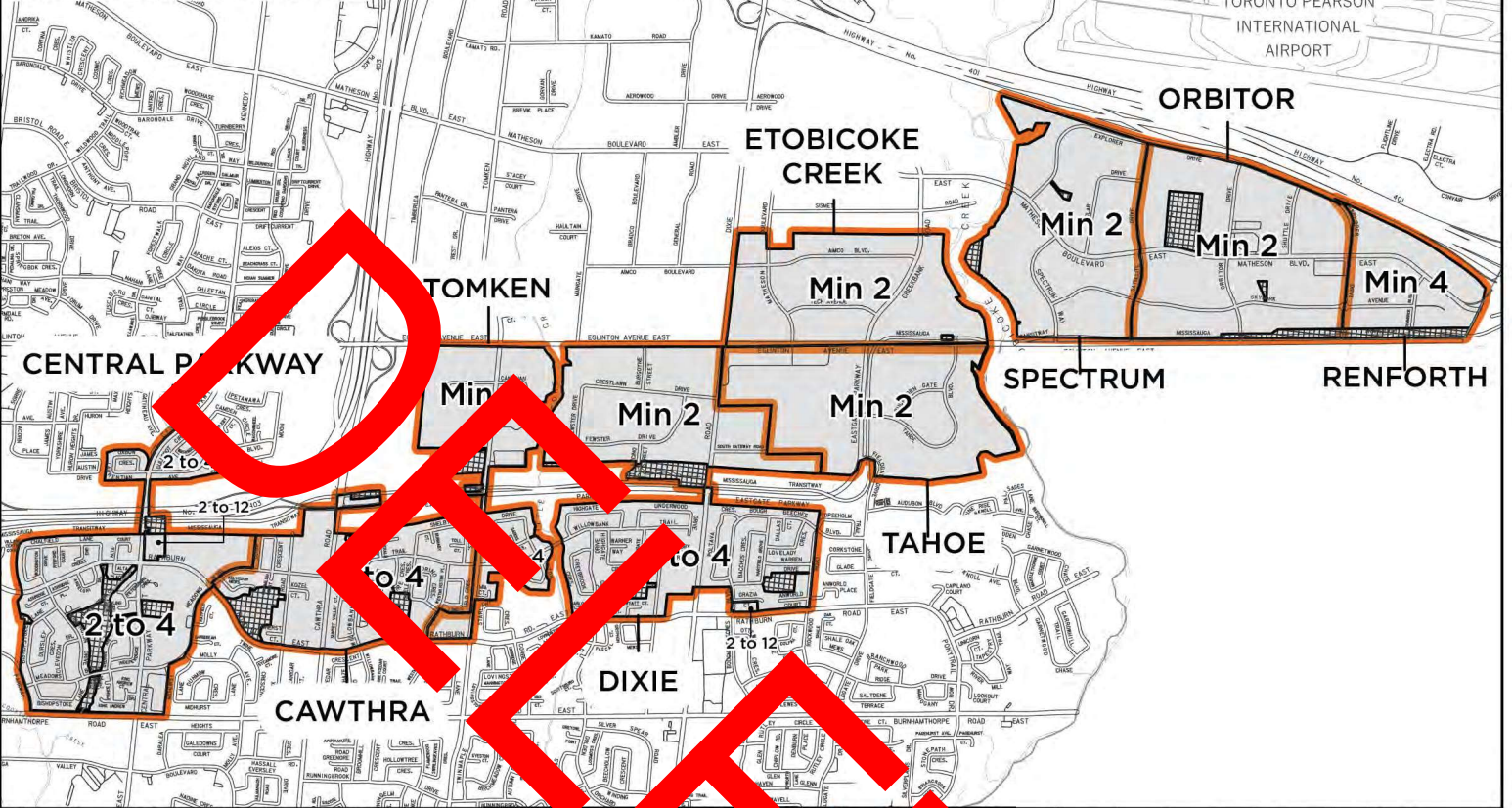
- Public Open Space
- Parkway Belt West

# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

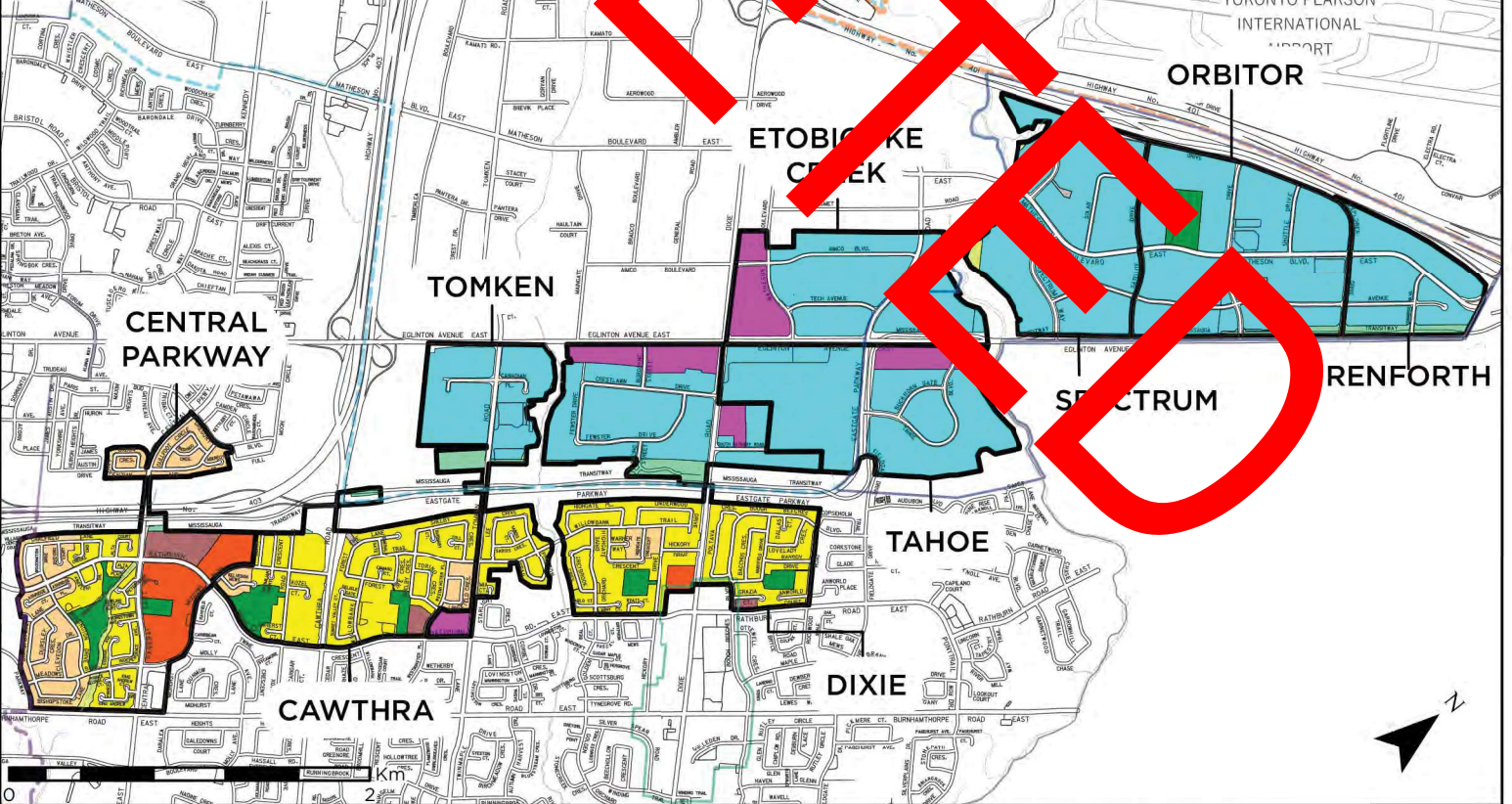
## SCHEDULE 11c

(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**



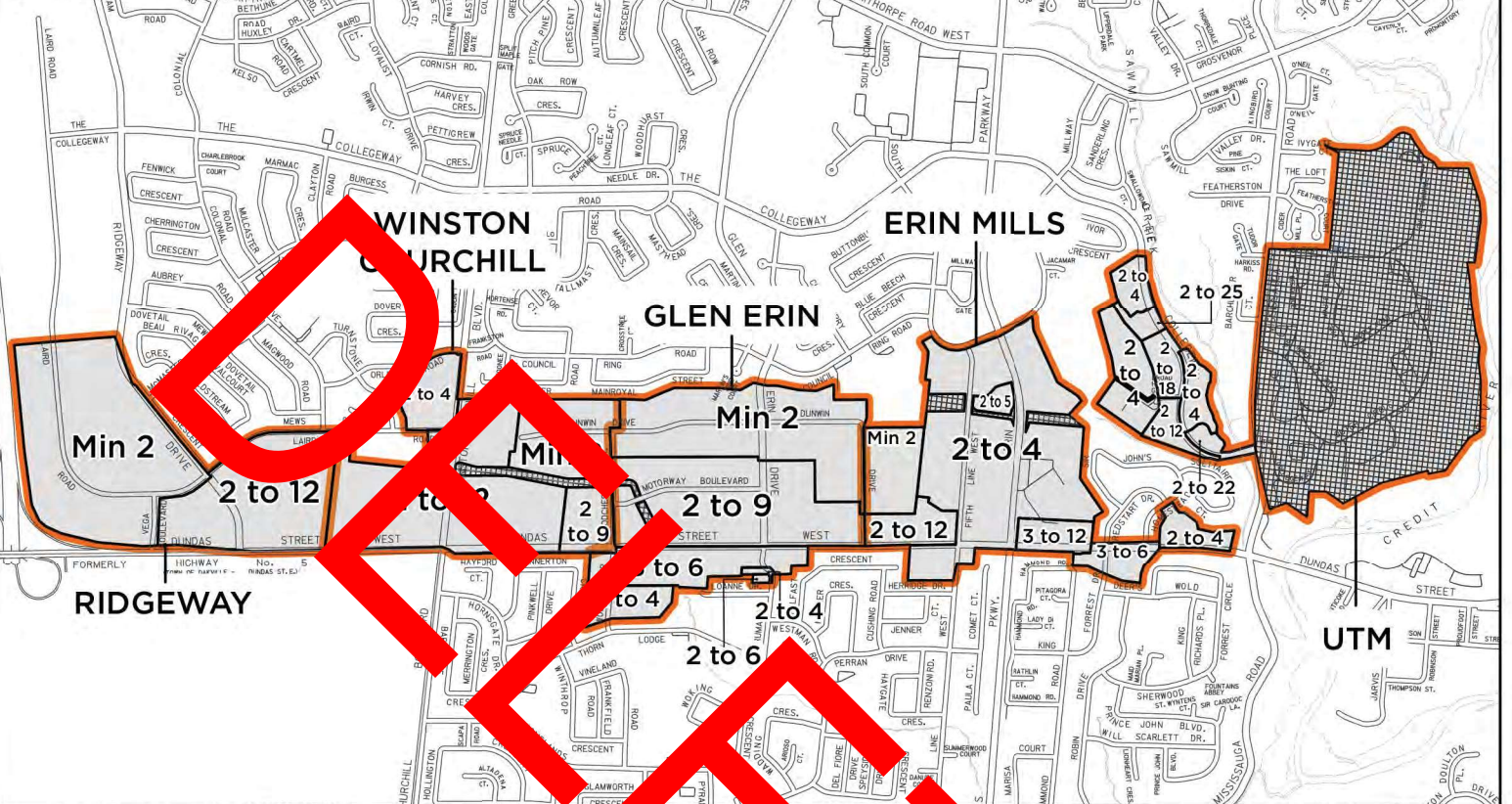
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# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

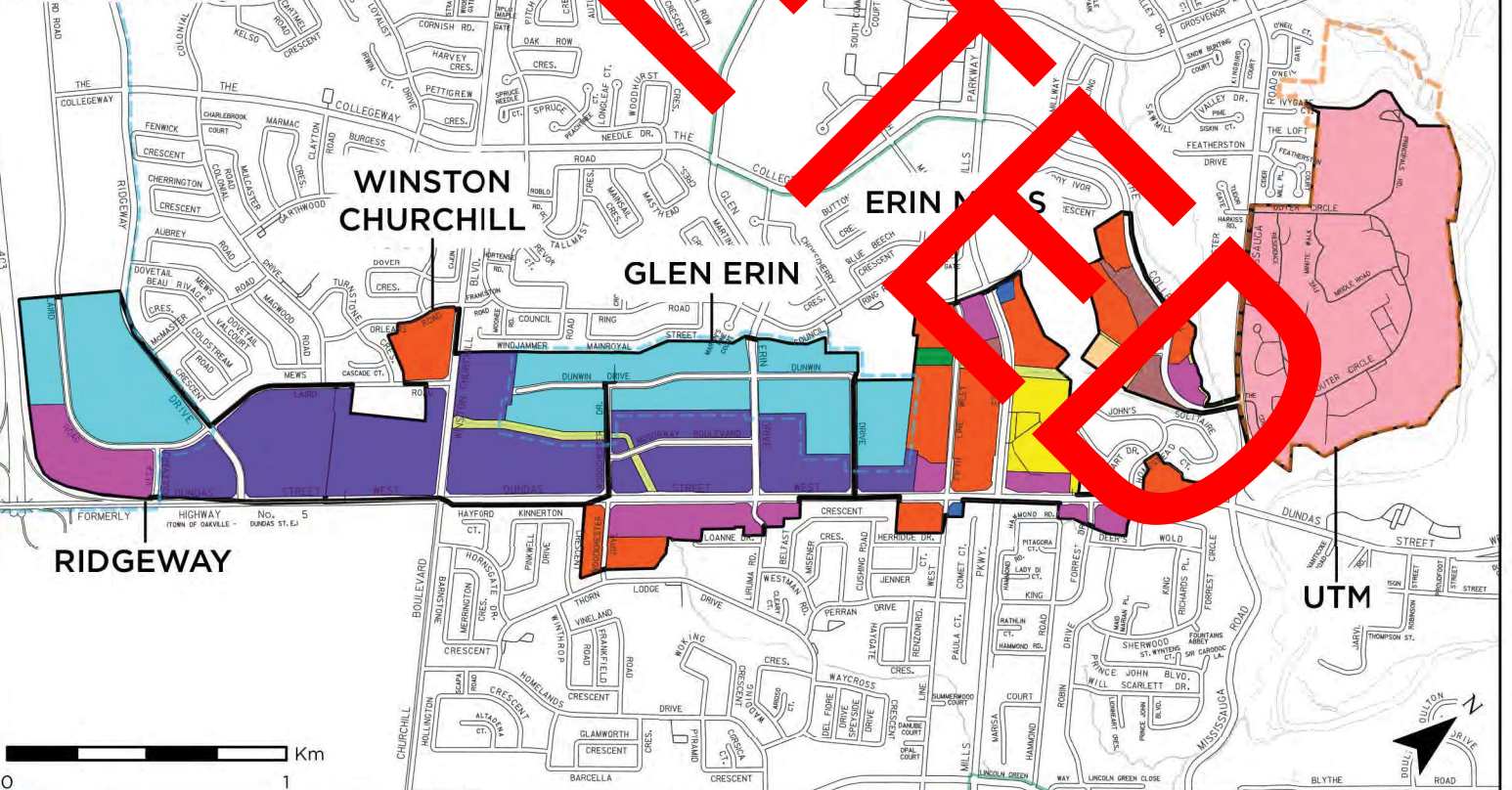
## SCHEDULE 11e

(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	



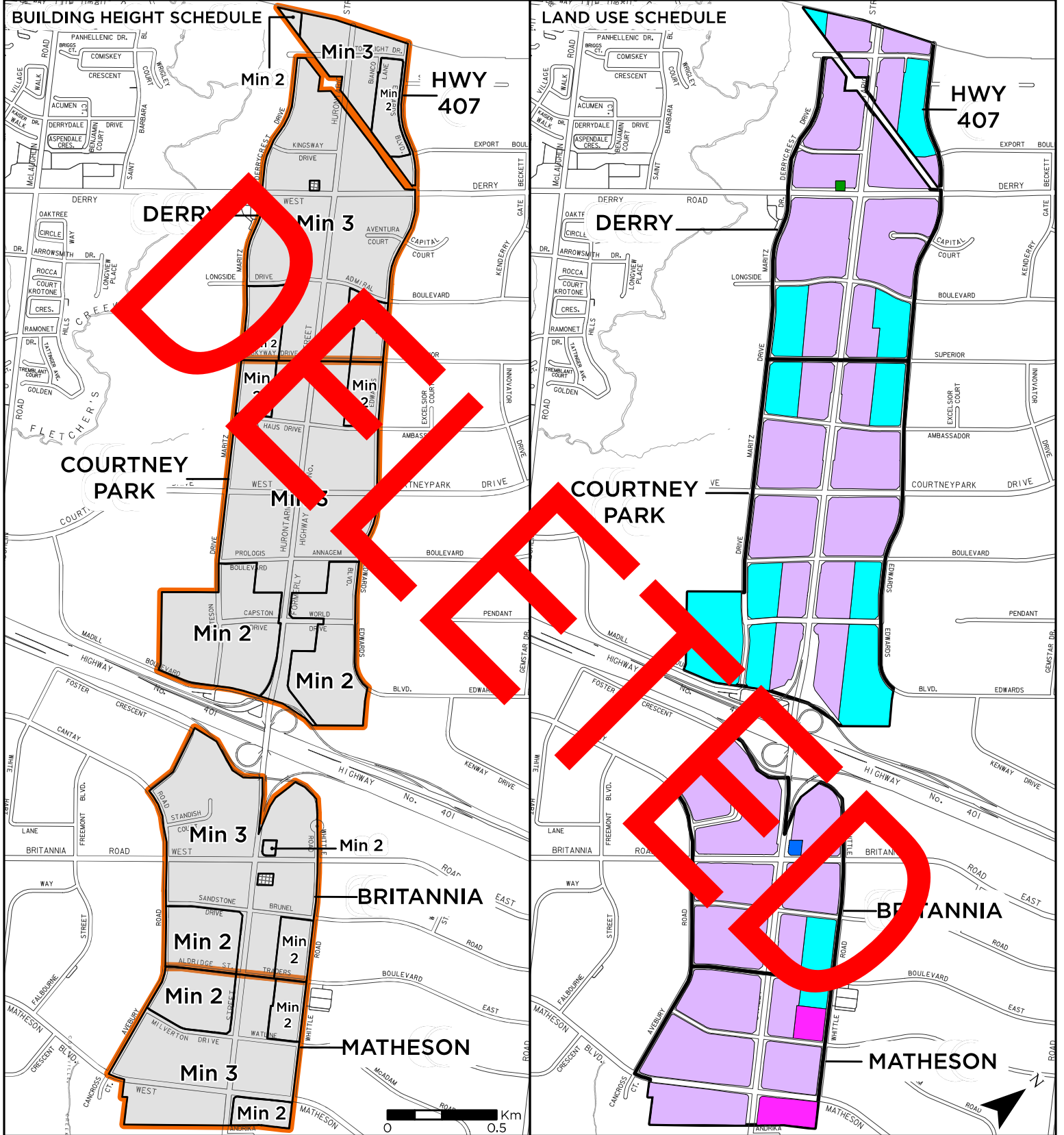




# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

## SCHEDULE 11h

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



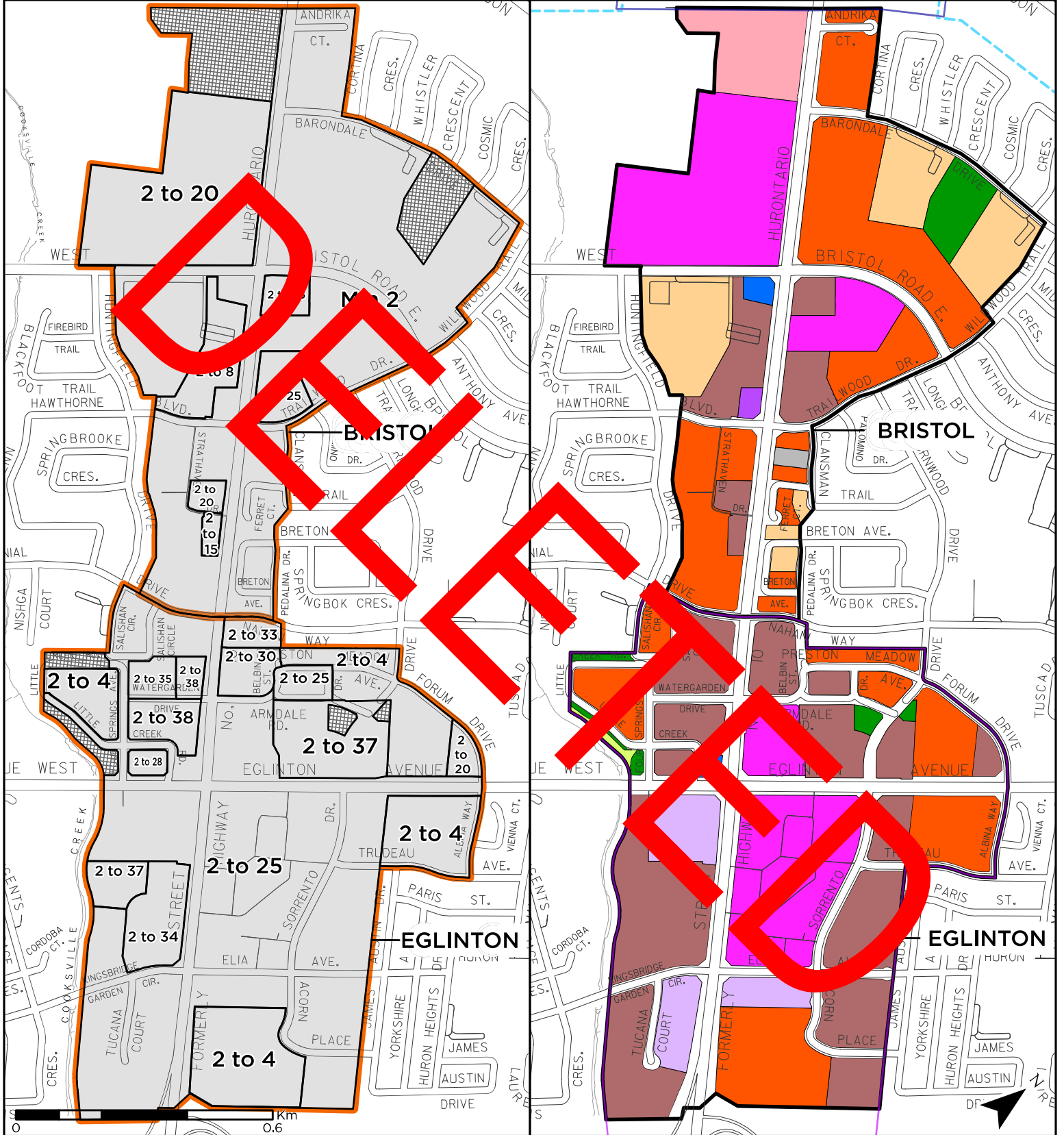
- |                               |                          |                                   |
|-------------------------------|--------------------------|-----------------------------------|
| PMTSA Boundary (Height Map)   | Mixed Use                | Utility                           |
| PMTSA Boundary (Land Use Map) | Motor Vehicle Commercial | City Structure - Corporate Centre |
| Min # to Max # (In Storeys)   | Office                   | City Structure - Employment Area  |
| Height Not Applicable         | Public Open Space        |                                   |
| Business Employment           | Private Open Space       |                                   |

# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

## SCHEDULE 11i (HURONTARIO BRT - BRISTOL, EGLINTON)

**BUILDING HEIGHT SCHEDULE**

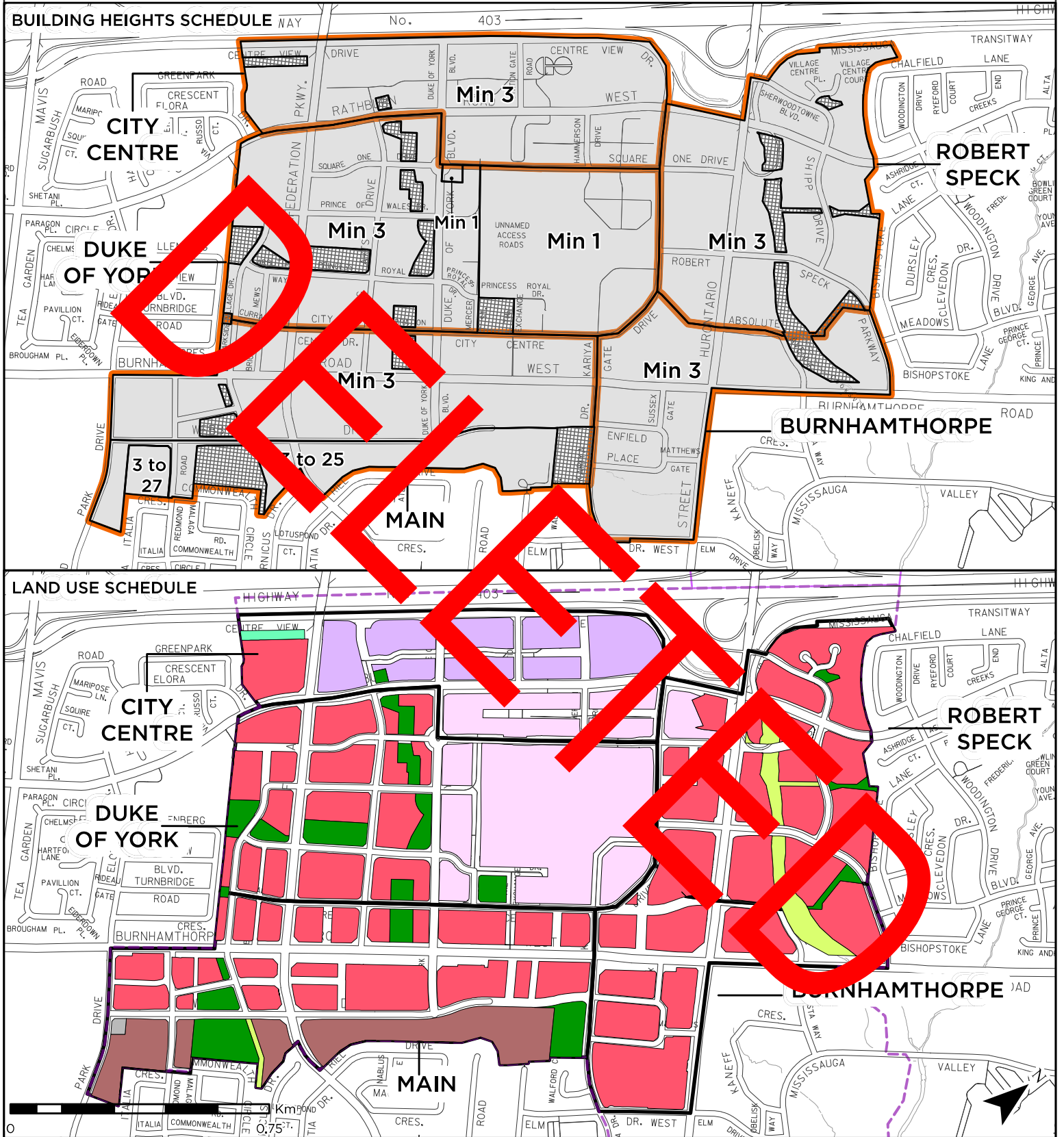
**LAND USE SCHEDULE**



- |                               |                            |                                   |
|-------------------------------|----------------------------|-----------------------------------|
| 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

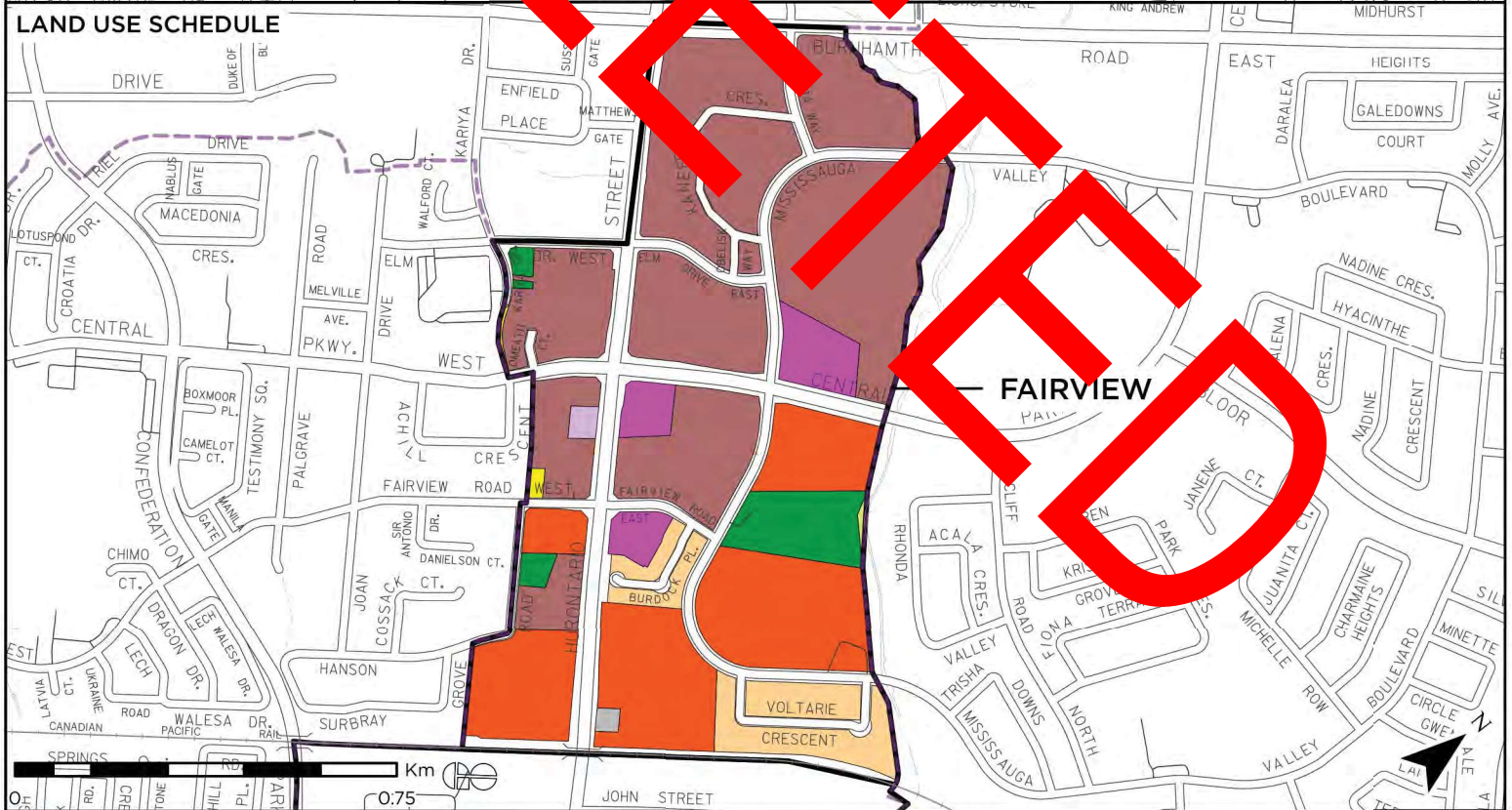
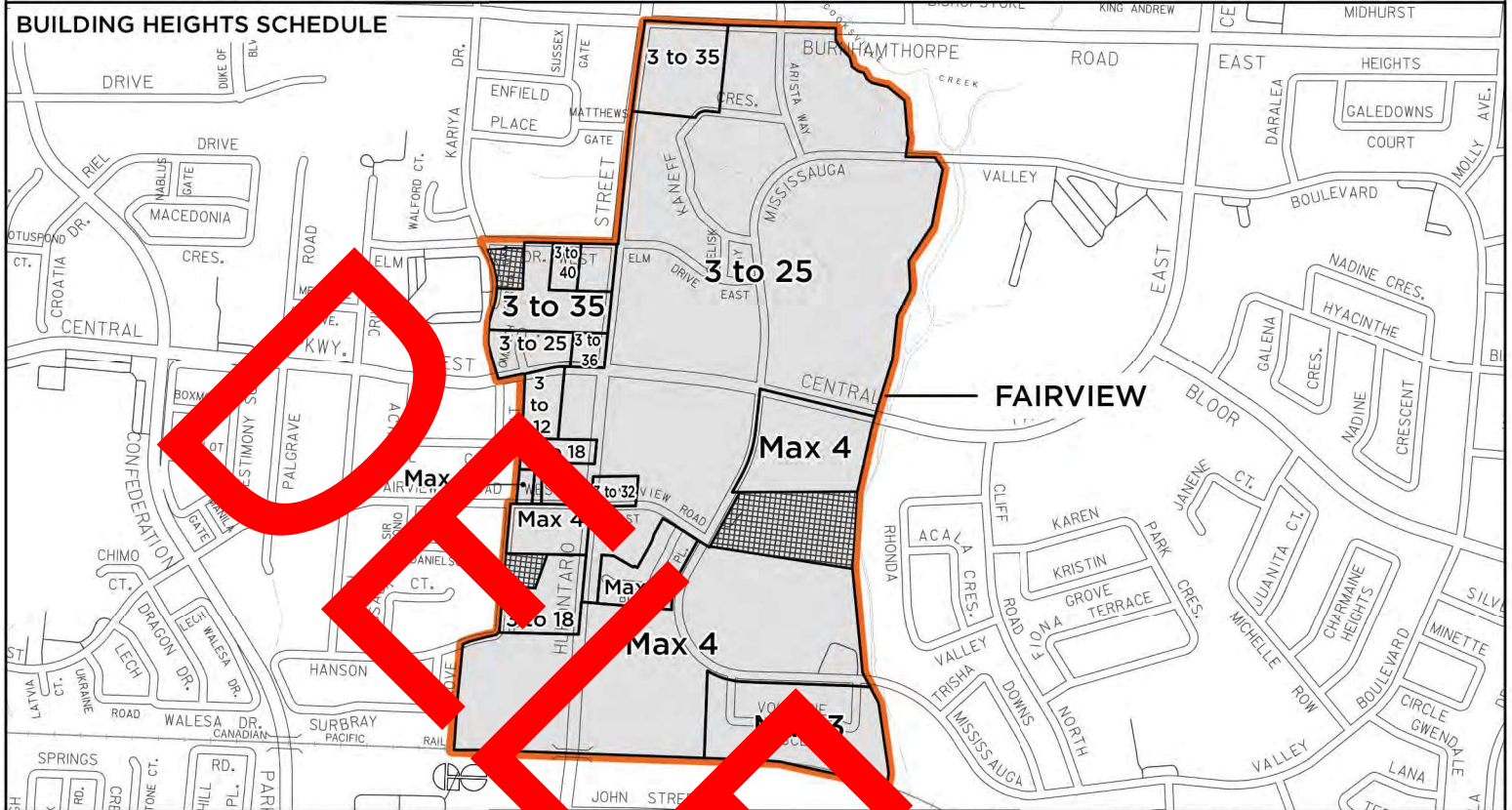
MAP 'C10'



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                  |                           |

MAP 'C11'

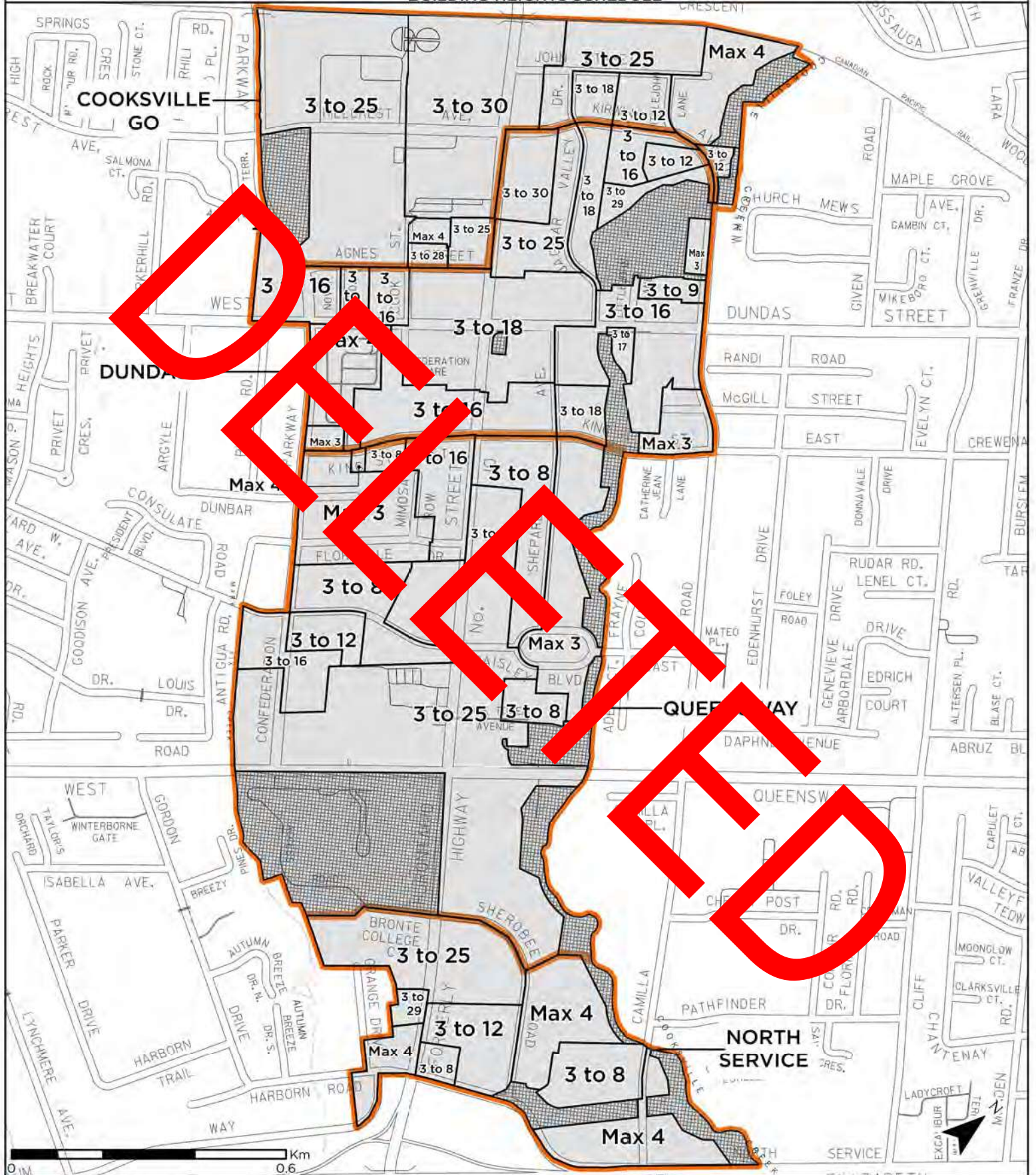





Produced by Geospatial Solutions

# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

SCHEDULE 111 (HURONTARIO LRT - COOKSVILLE GO, DUNDAS, QUEENSWAY, NORTH SERVICE)

## BUILDING HEIGHTS SCHEDULE

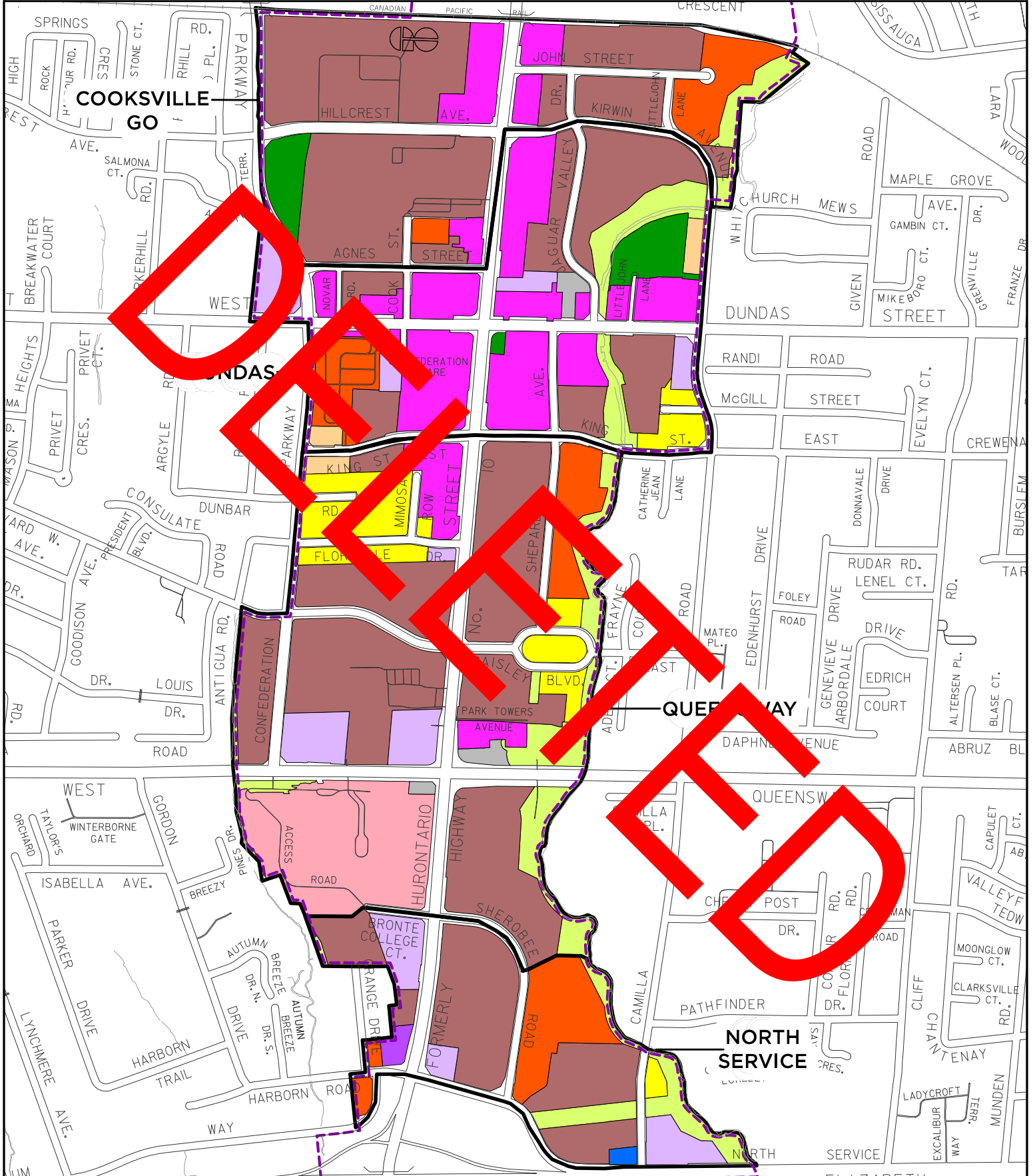


-  PMTSA Boundary (Height Map)
-  Min # to Max # (In Storeys)
-  Height Not Applicable

# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

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

### LAND USE SCHEDULE



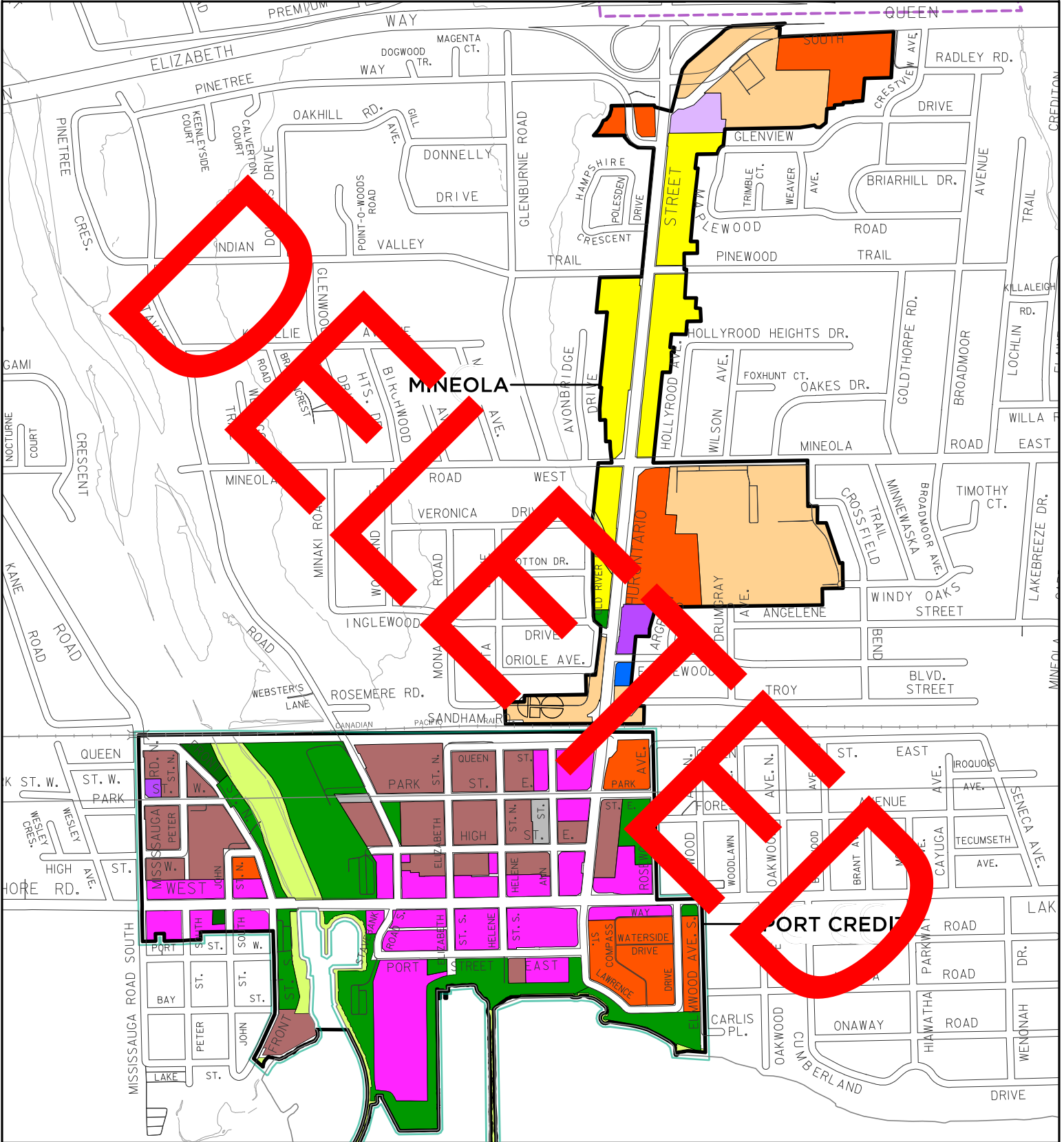
- |                               |                            |                           |
|-------------------------------|----------------------------|---------------------------|
| PMTSA Boundary (Land Use Map) | Residential Low Density I  | Office                    |
| Convenience Commercial 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





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

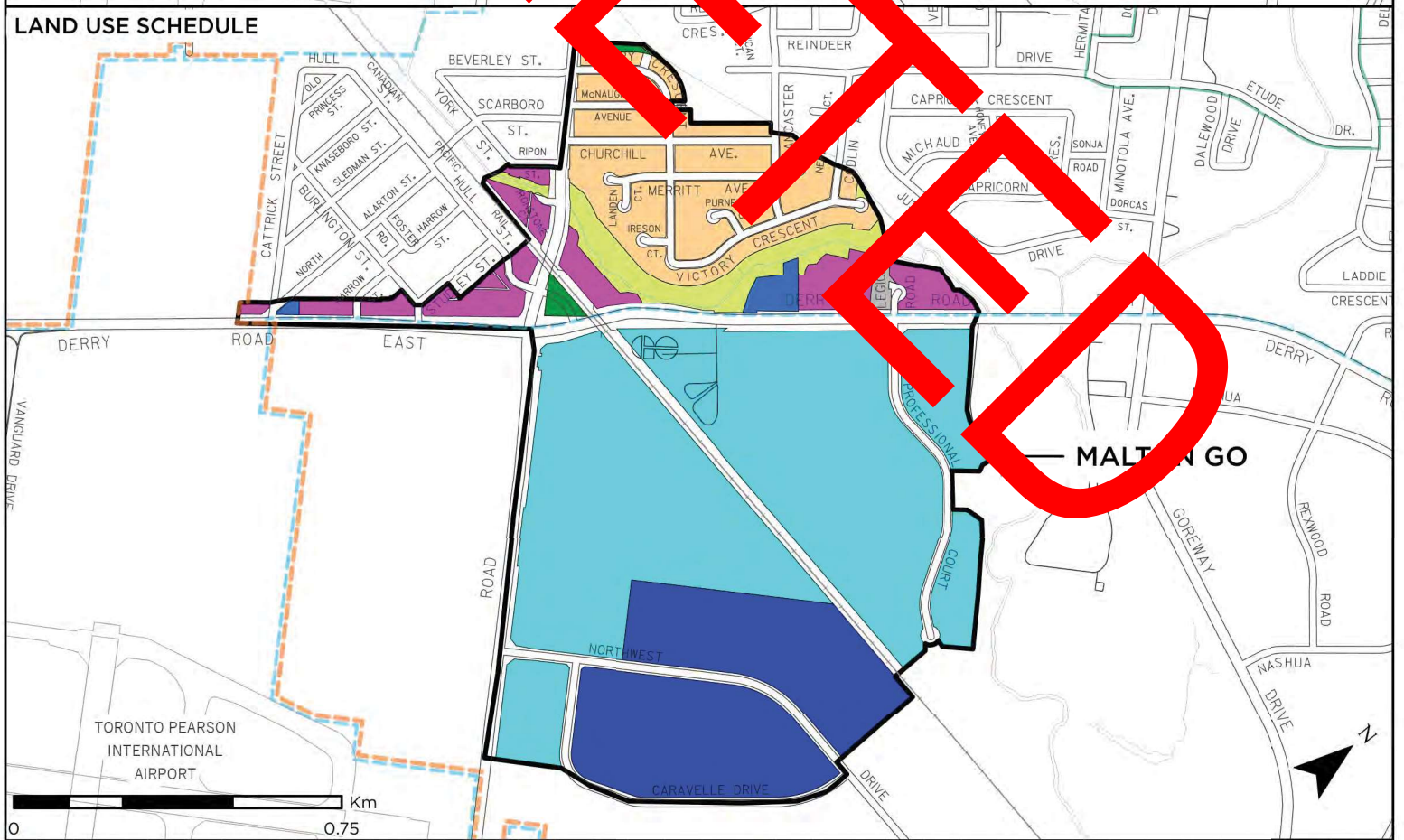
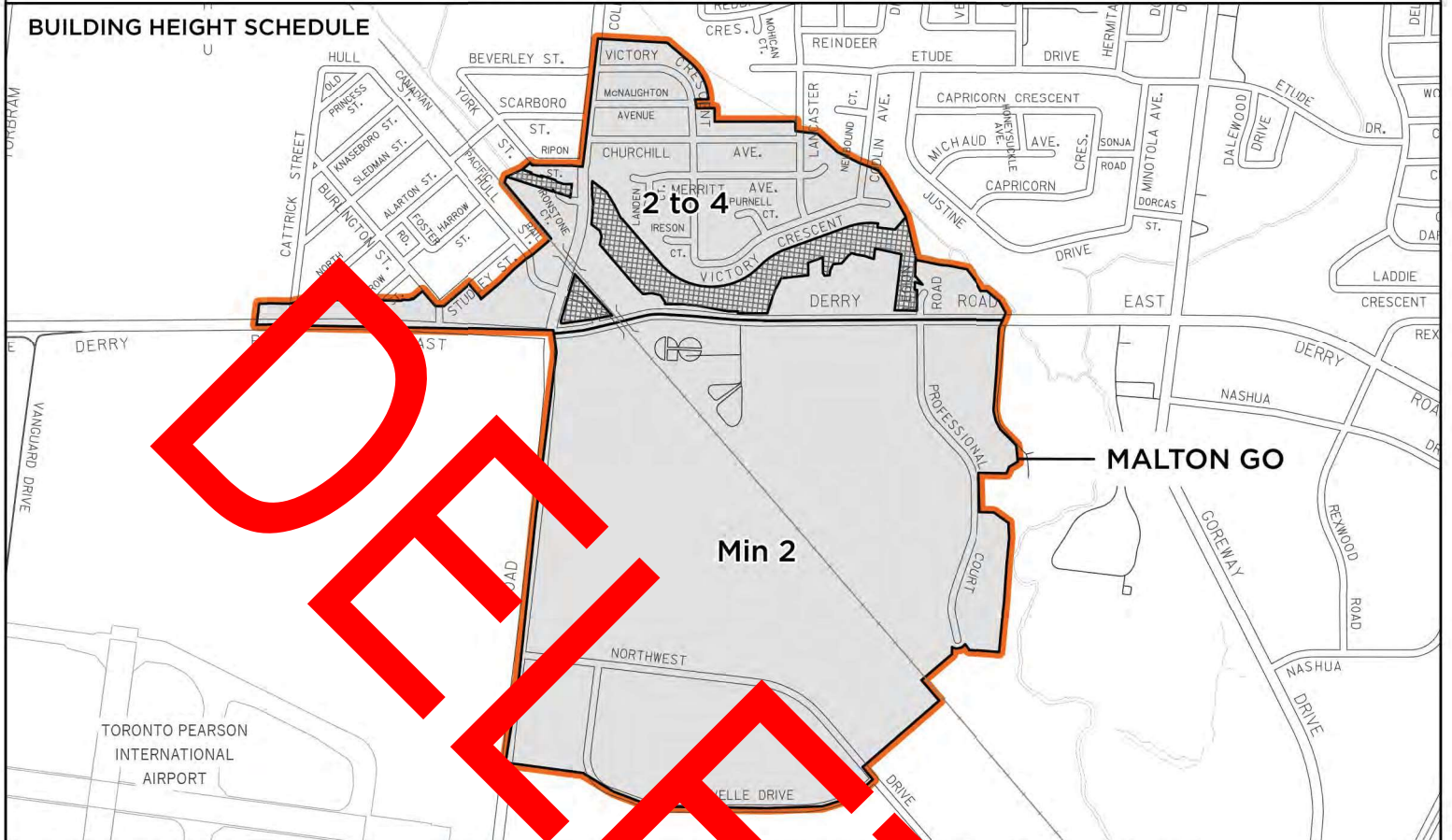
## LAND USE SCHEDULE



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

# 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	

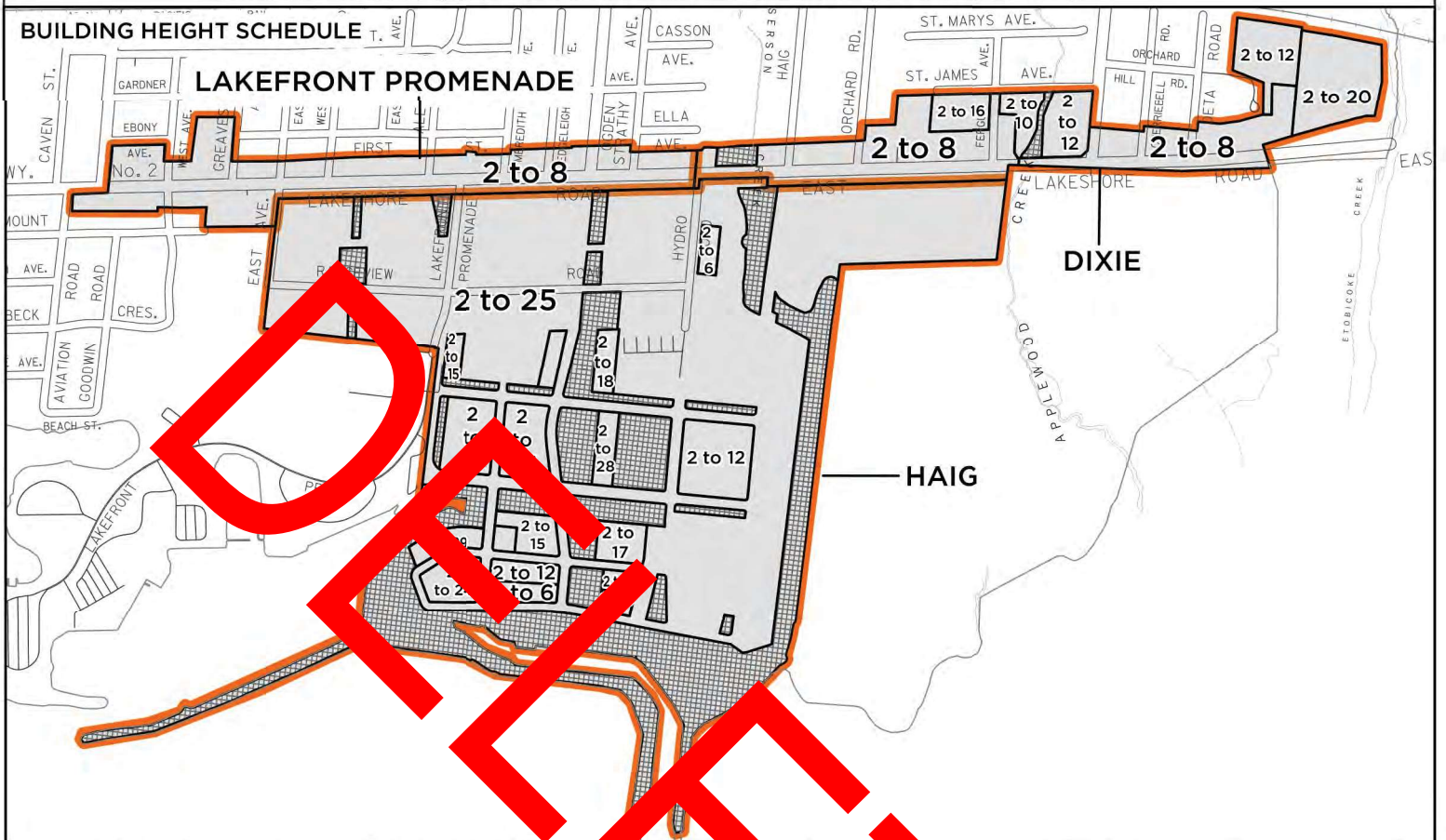
13.1-76

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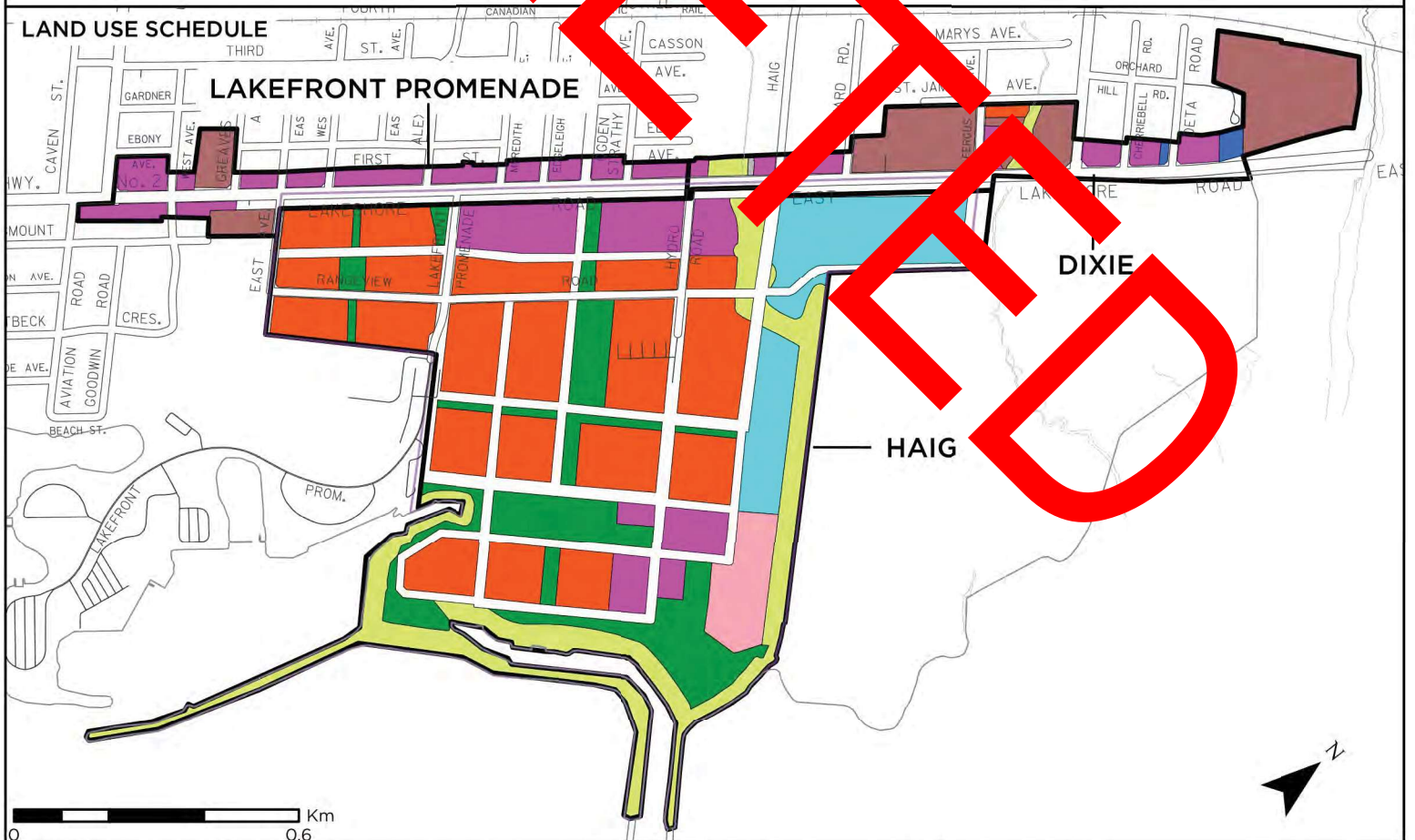
# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

## SCHEDULE 11q (LAKEFRONT PROMENADE, DIXIE, HAIG)

### BUILDING HEIGHT SCHEDULE



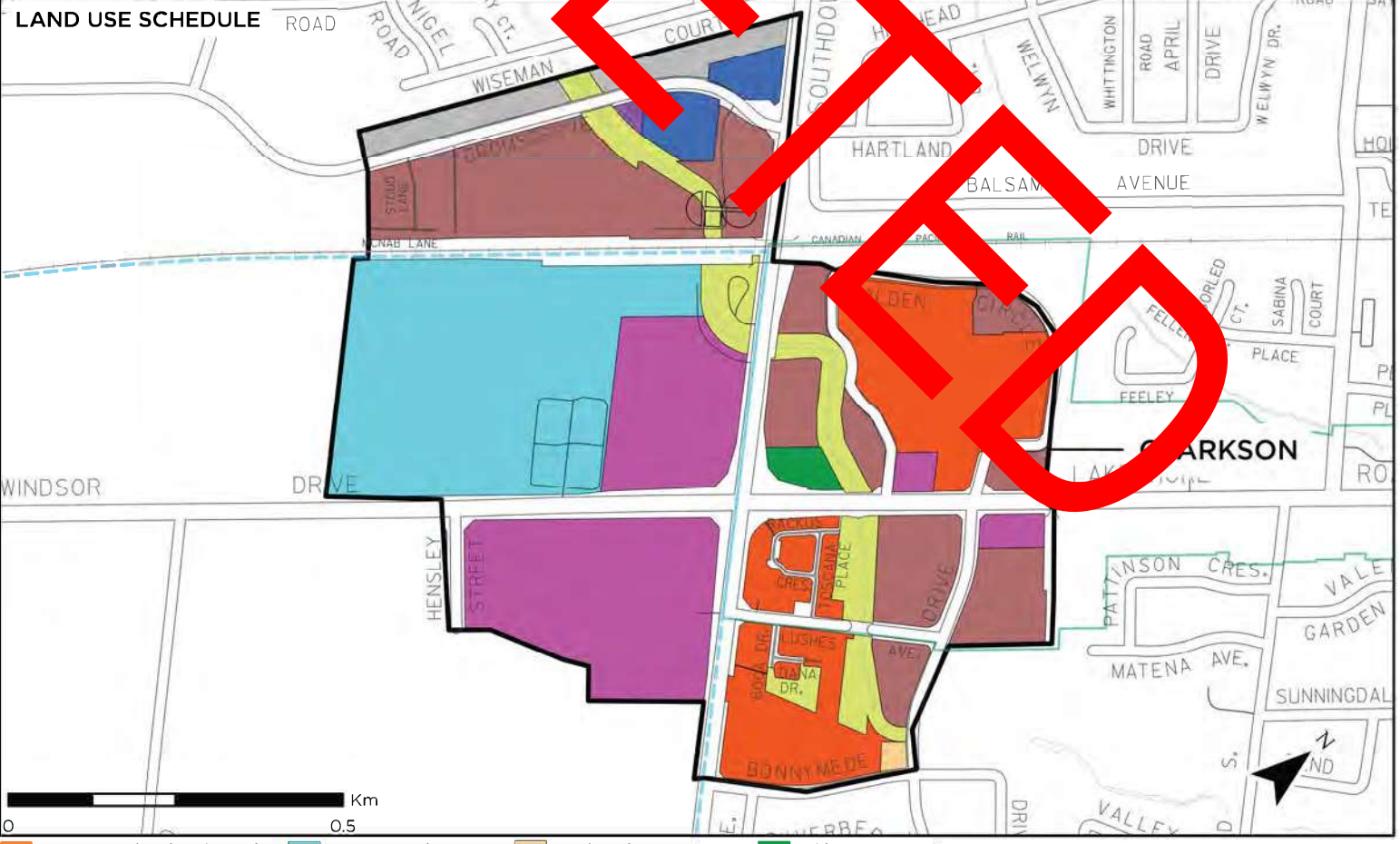
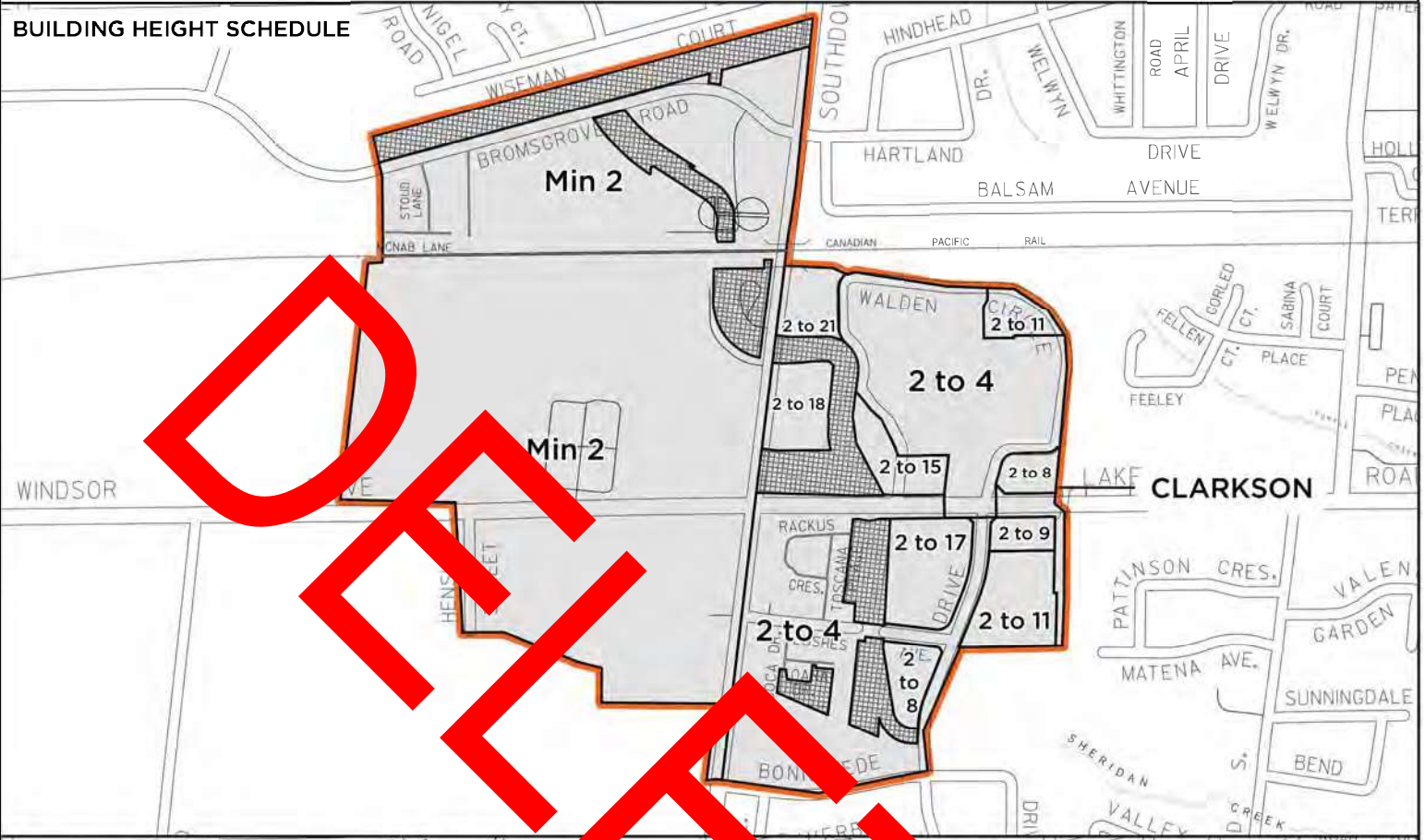
### LAND USE SCHEDULE



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

# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

## SCHEDULE 11r (CLARKSON. GO)



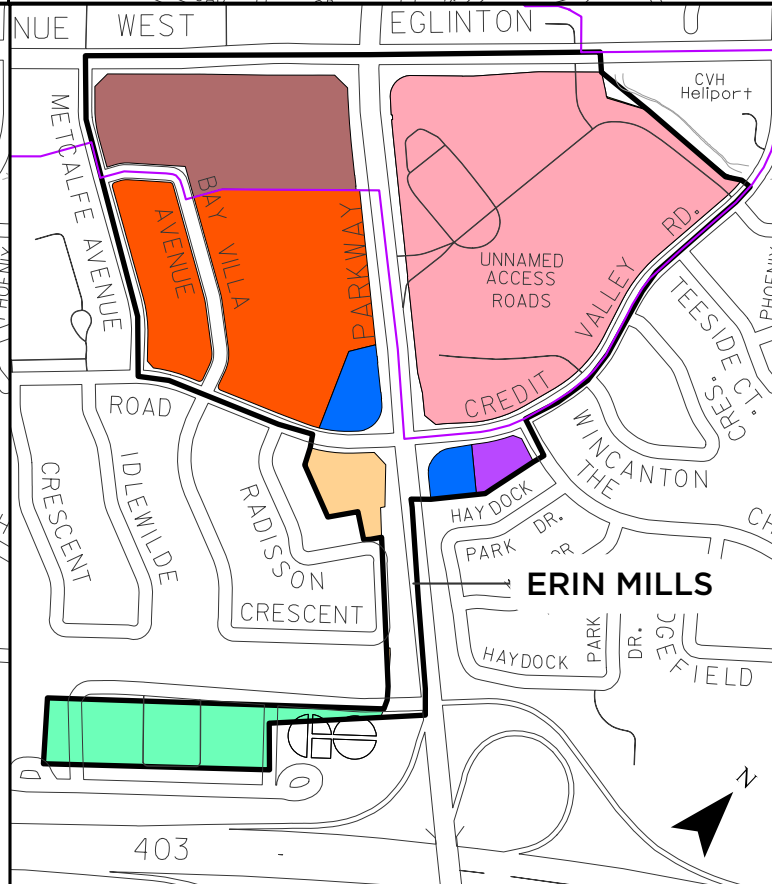
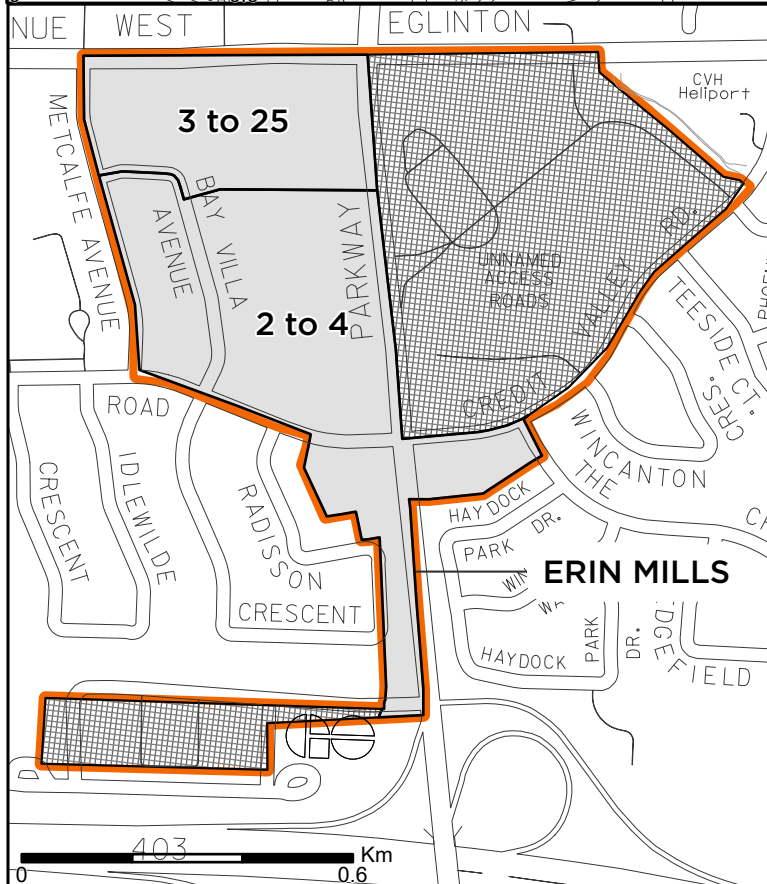
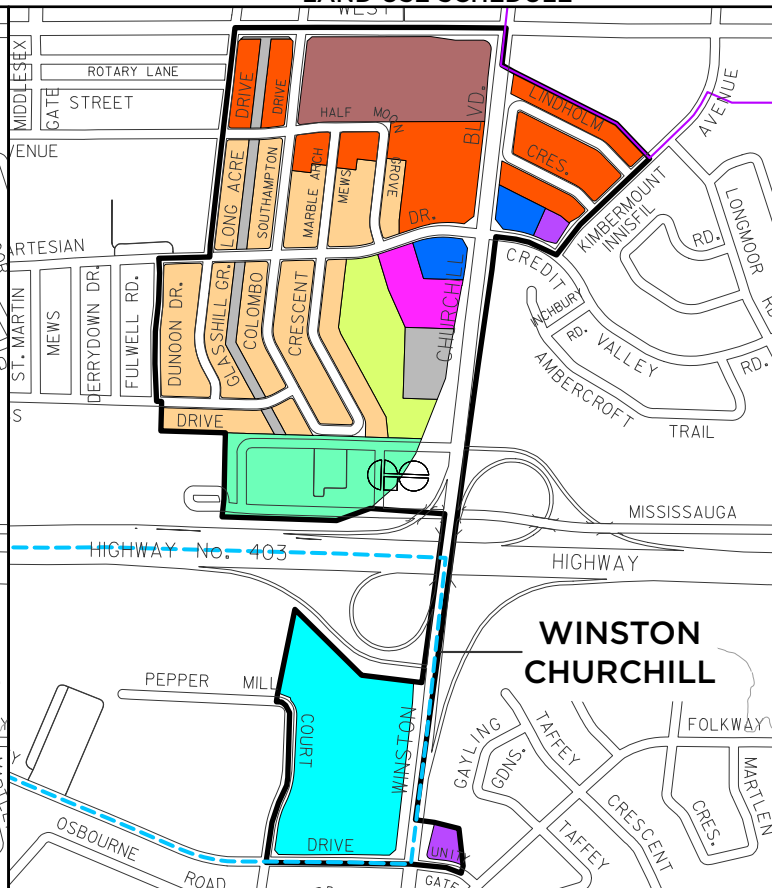
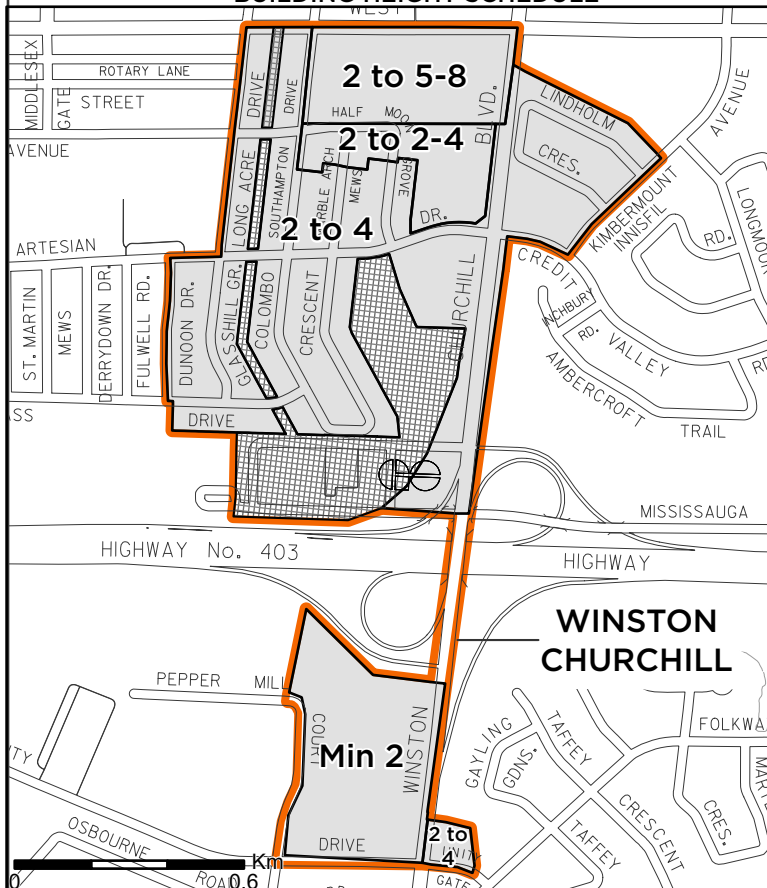
- PMTSA Boundary (Height Map)
- PMTSA Boundary (Land Use Map)
- Min # to Max # (In Storeys)
- Height Not Applicable
- Business Employment
- Convenience Commercial
- Greenlands
- Residential High Density
- Residential Low Density II
- Residential Medium Density
- Mixed Use
- Motor Vehicle Commercial
-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

# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

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

### BUILDING HEIGHT SCHEDULE

### LAND USE SCHEDULE



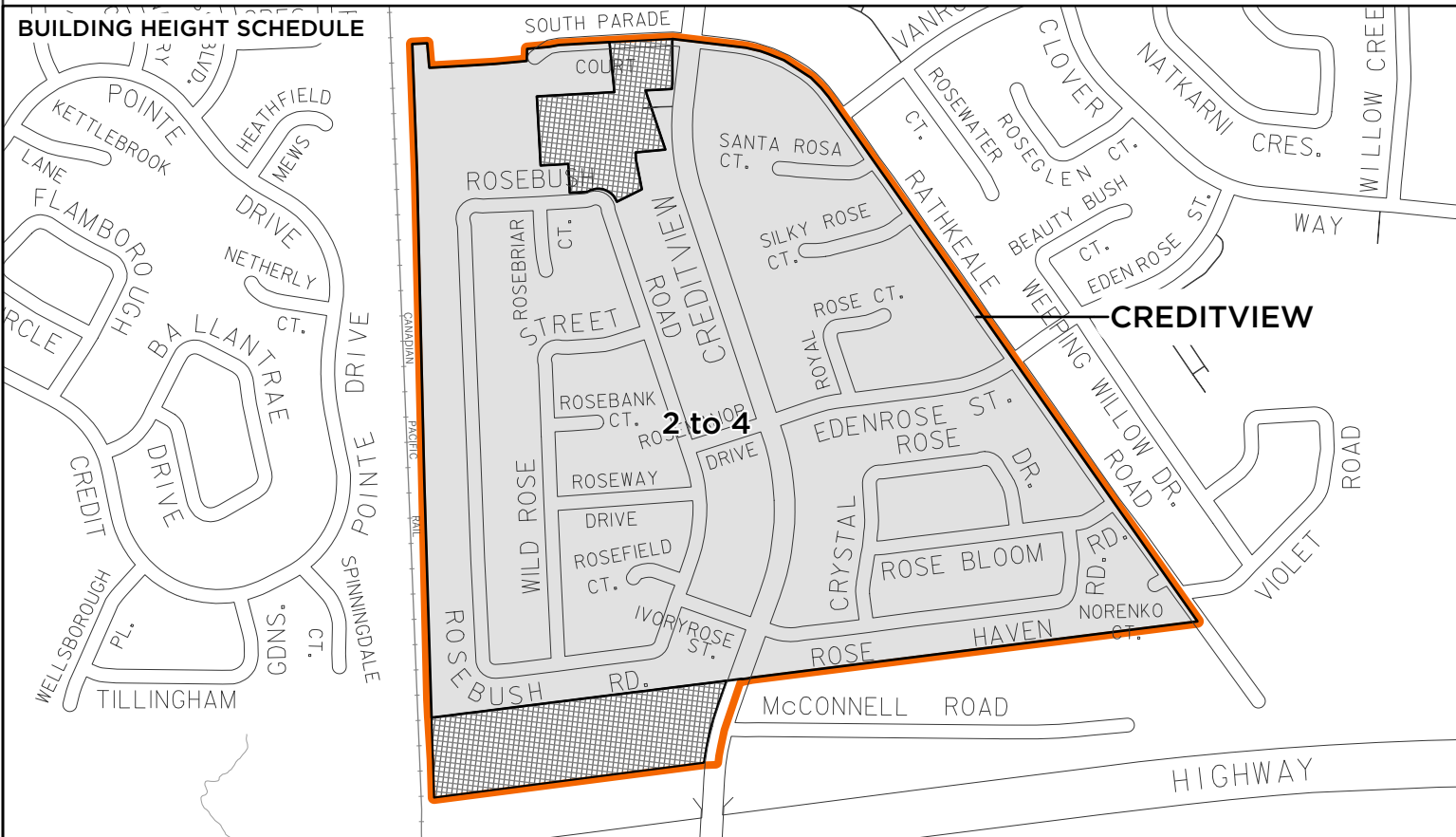
- PMTSA Boundary (Height Map)
- PMTSA Boundary (Land Use Map)
- Min # to Max # (In Storeys)
- Height Not Applicable
- Business Employment
- Convenience Commercial
- Greenlands
- Residential High Density
- Residential Low Density II
- Residential Medium Density
- Mixed Use
- Motor Vehicle Commercial
-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

For the Region of Peel Employment Areas designations and applicable associated policies please refer to the Region of Peel Official Plan.

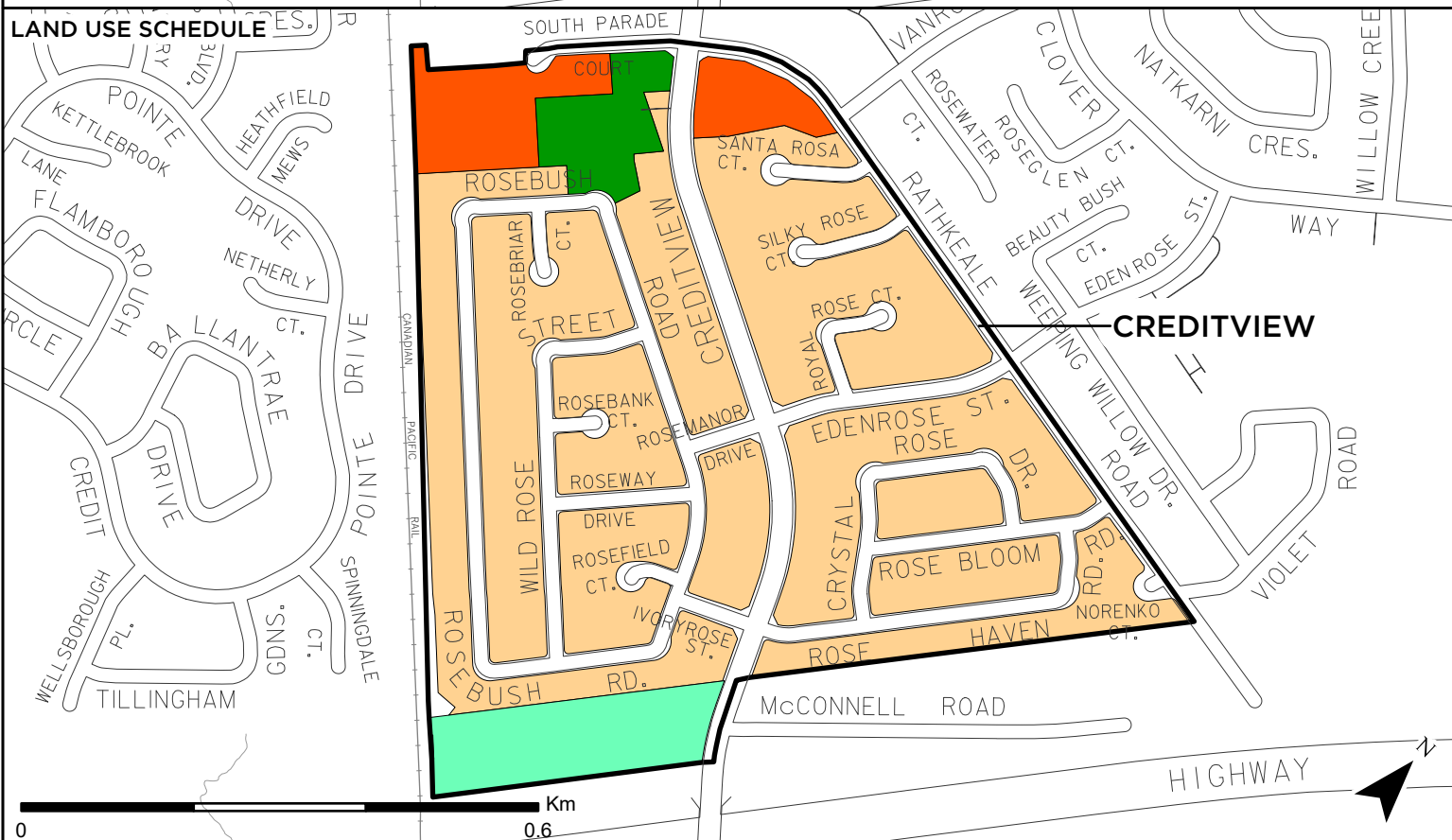
# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

## 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

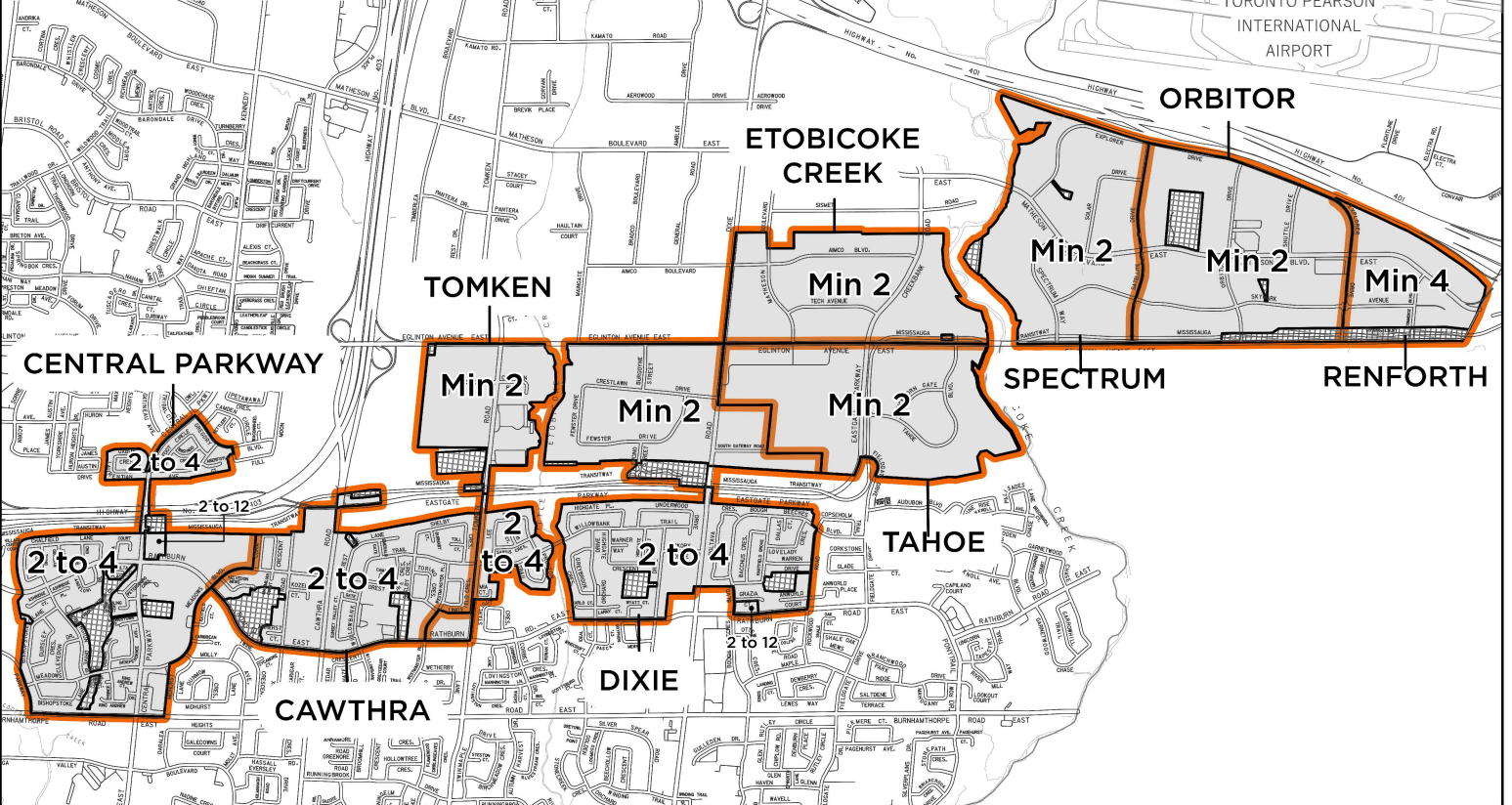
For the Region of Peel Employment Areas designations and applicable associated policies please refer to the Region of Peel Official Plan.

# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

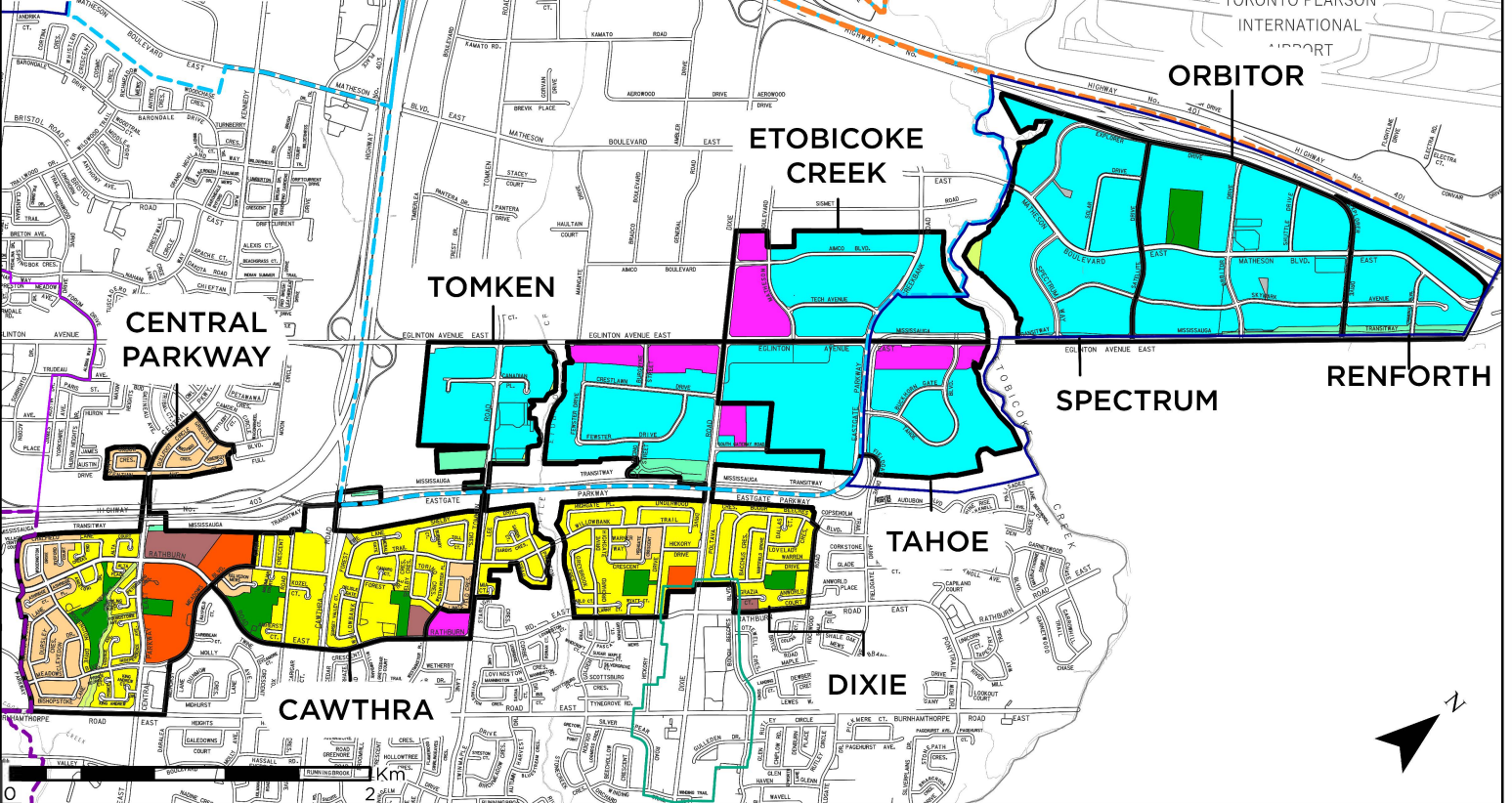
## SCHEDULE 11c

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

### BUILDING HEIGHT SCHEDULE



### LAND USE SCHEDULE



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

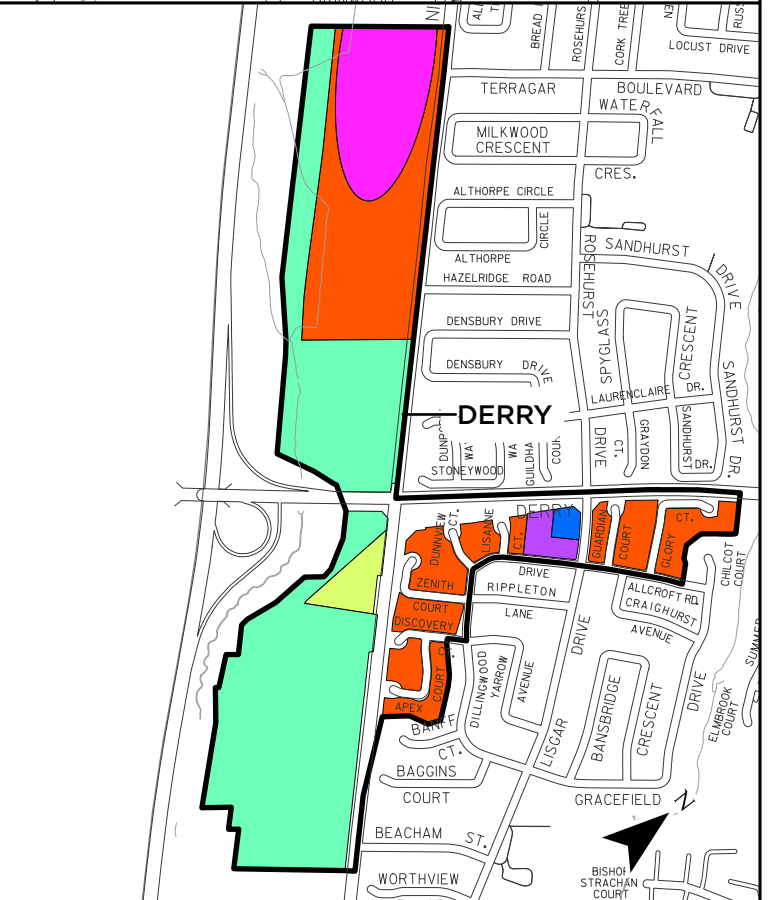
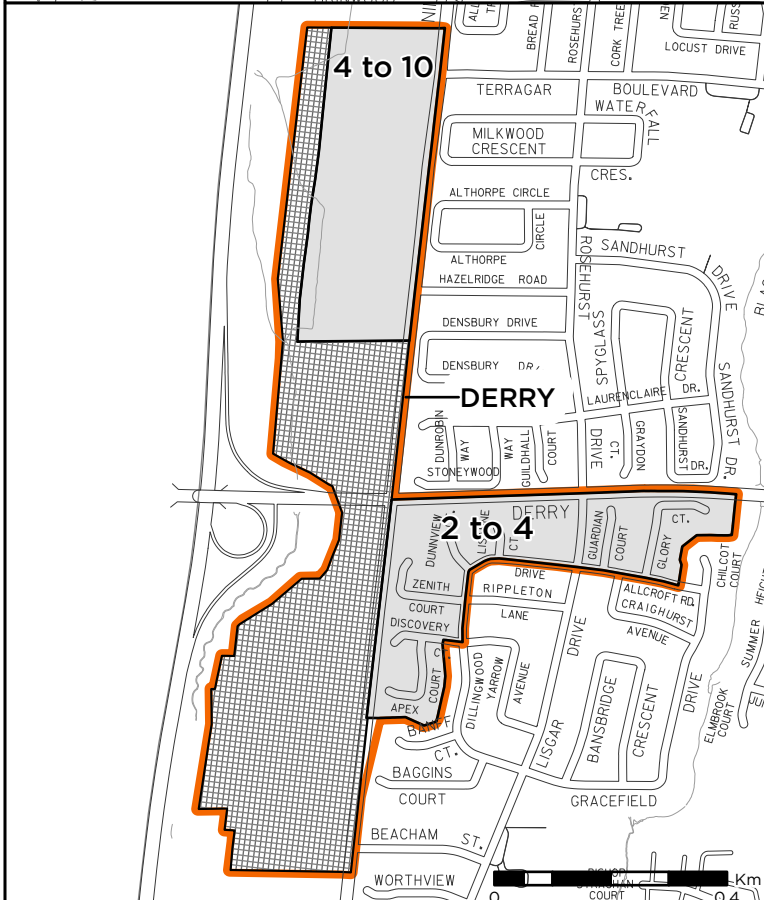
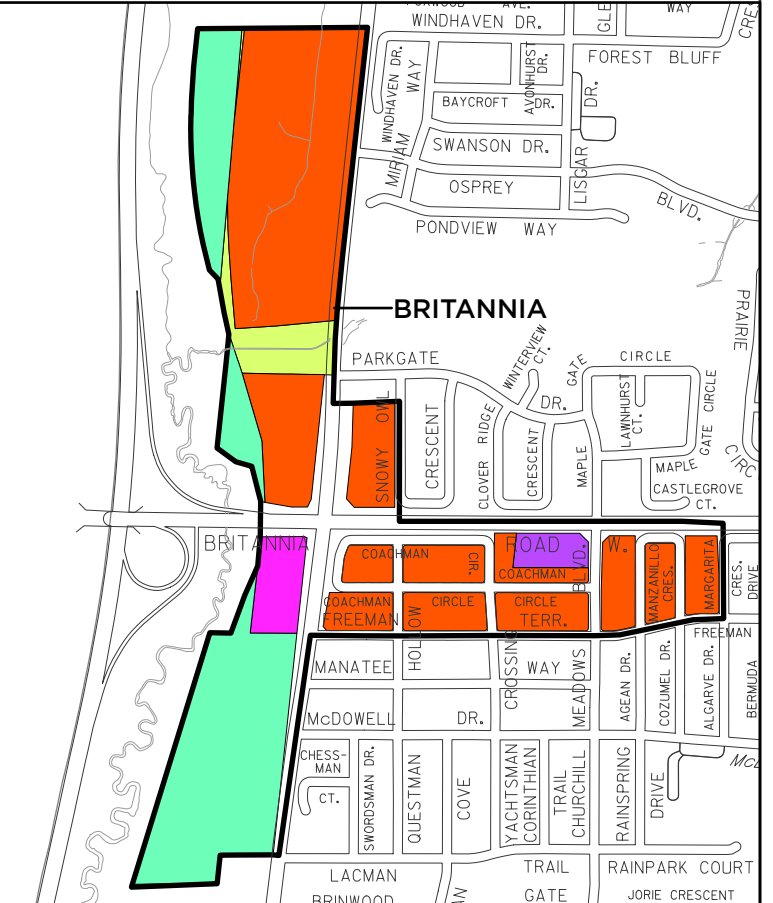
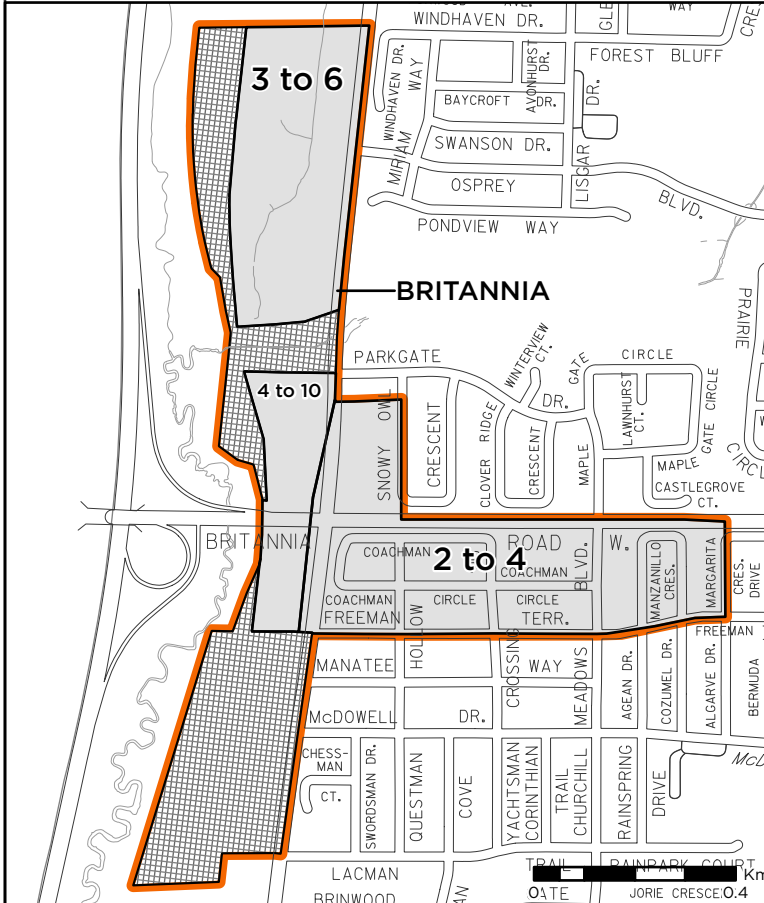
For the Region of Peel Employment Areas designations and applicable associated policies please refer to the Region of Peel Official Plan.



# 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	

For the Region of Peel Employment Areas designations and applicable associated policies please refer to the Region of Peel Official Plan.

**MAP "C4"**  
**MISSISSAUGA**

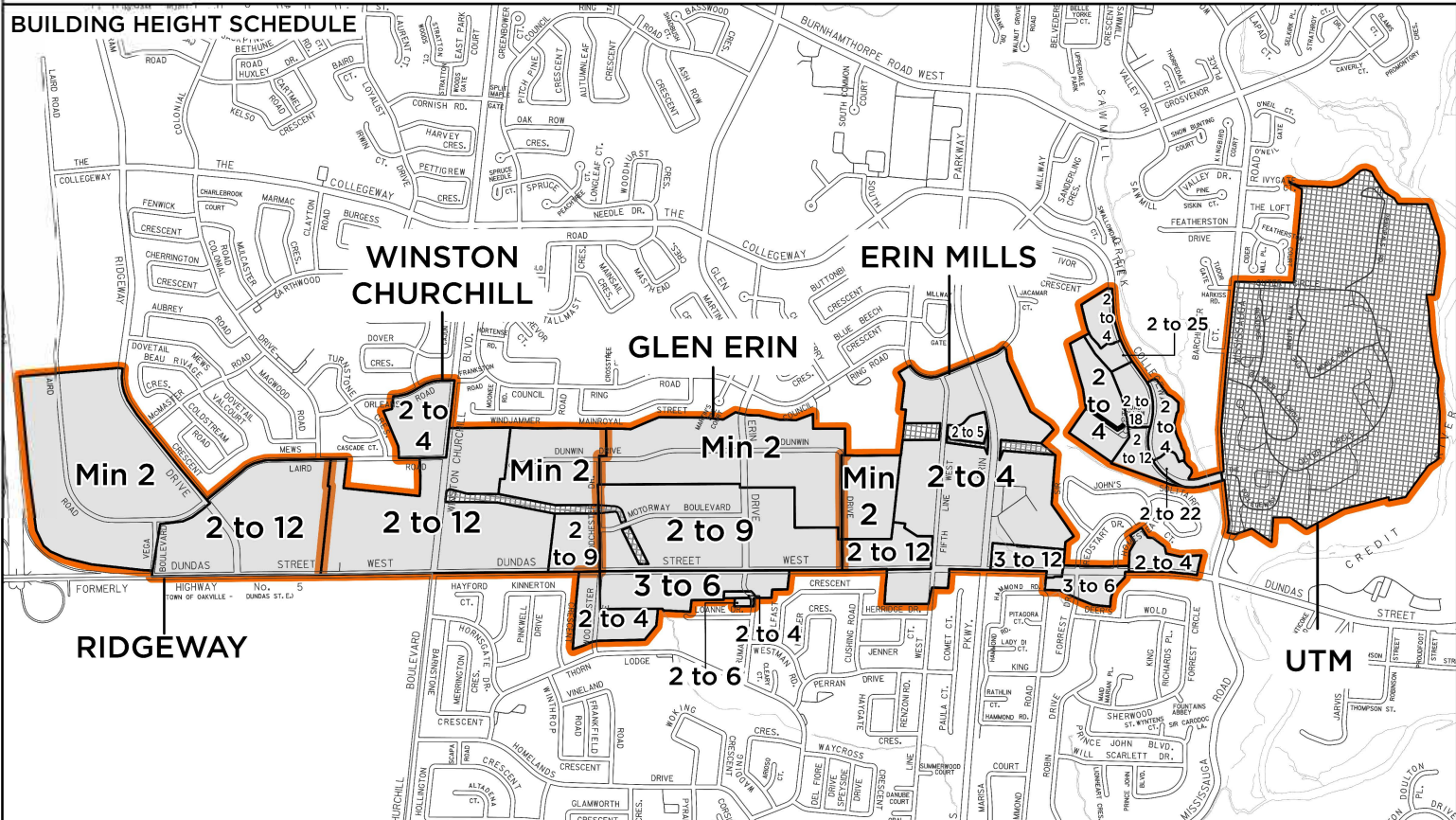
Produced by Geospatial Solutions

# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

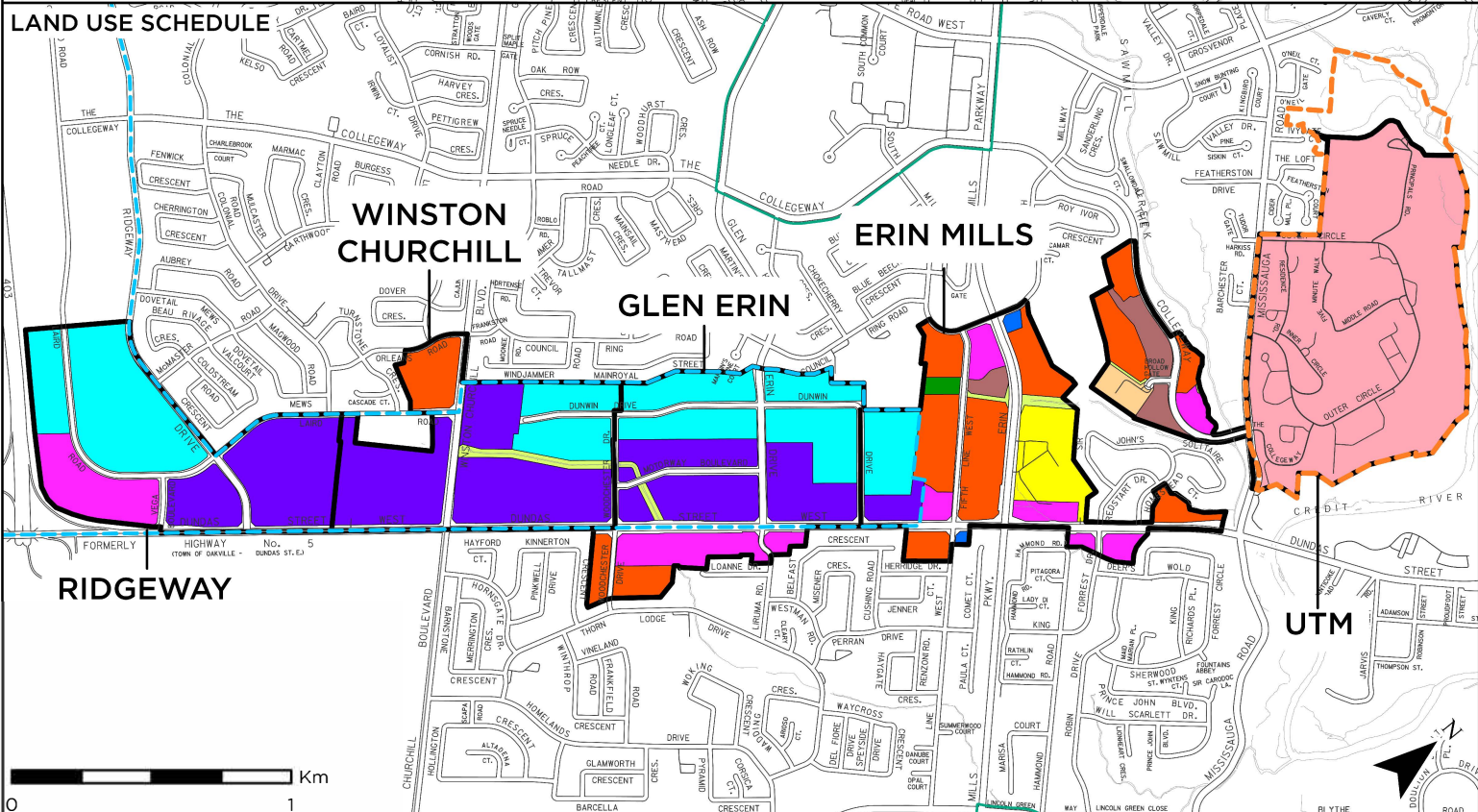
## SCHEDULE 11e

(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	

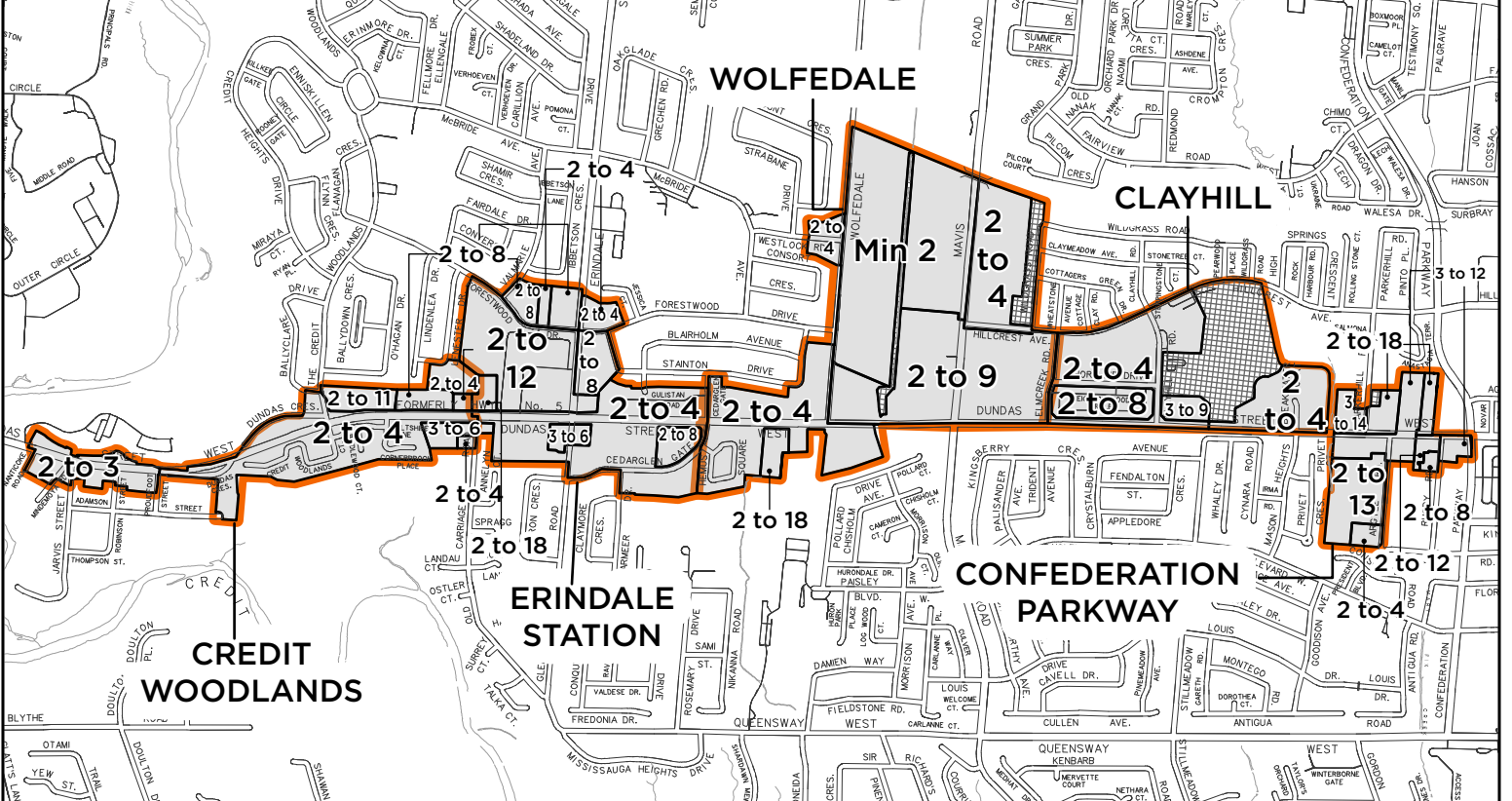
For the Region of Peel Employment Areas designations and applicable associated policies please refer to the Region of Peel Official Plan.

# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

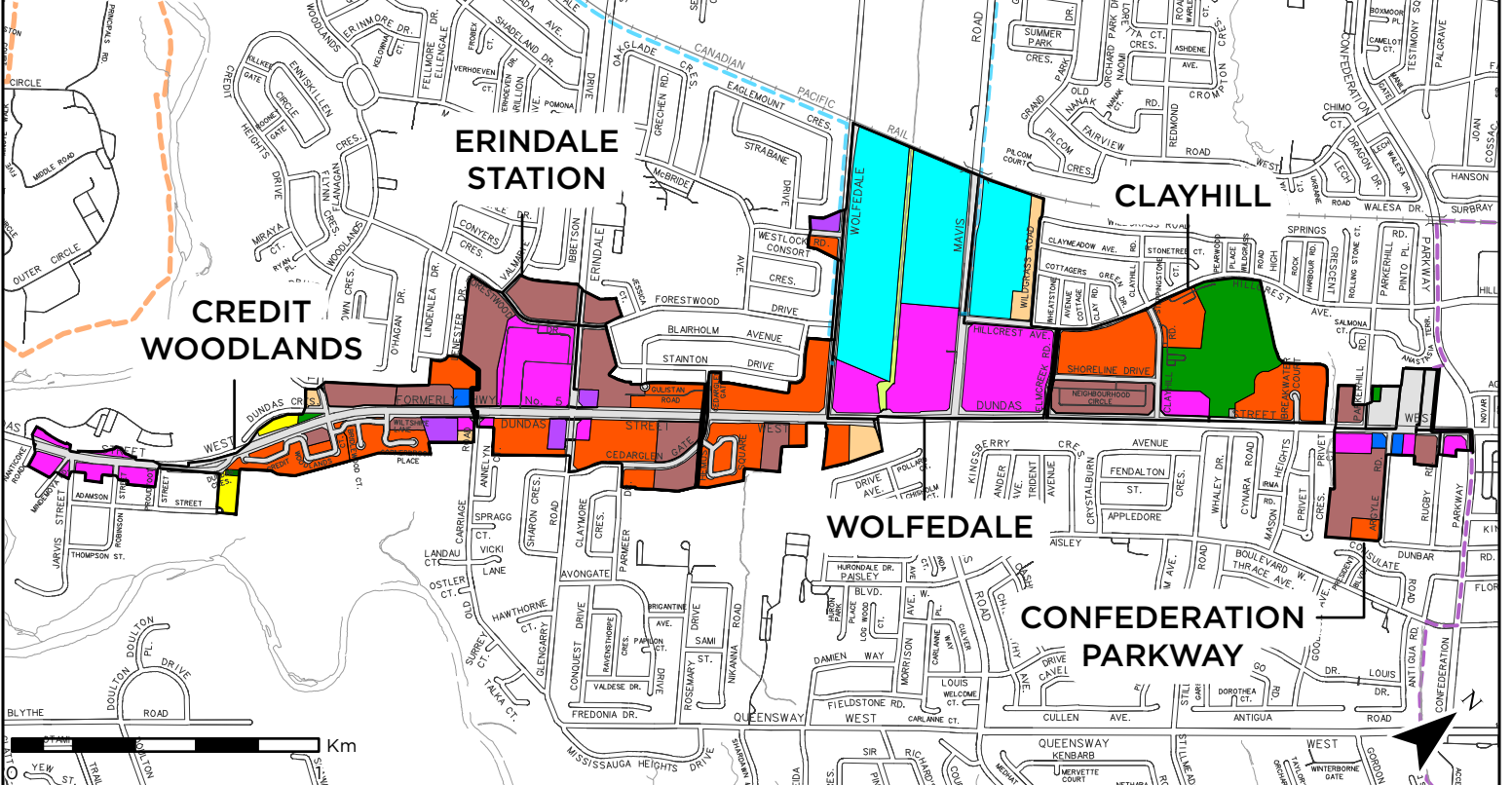
## SCHEDULE 11f

(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	Motor Vehicle Commercial	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	

For the Region of Peel Employment Areas designations and applicable associated policies please refer to the Region of Peel Official Plan.

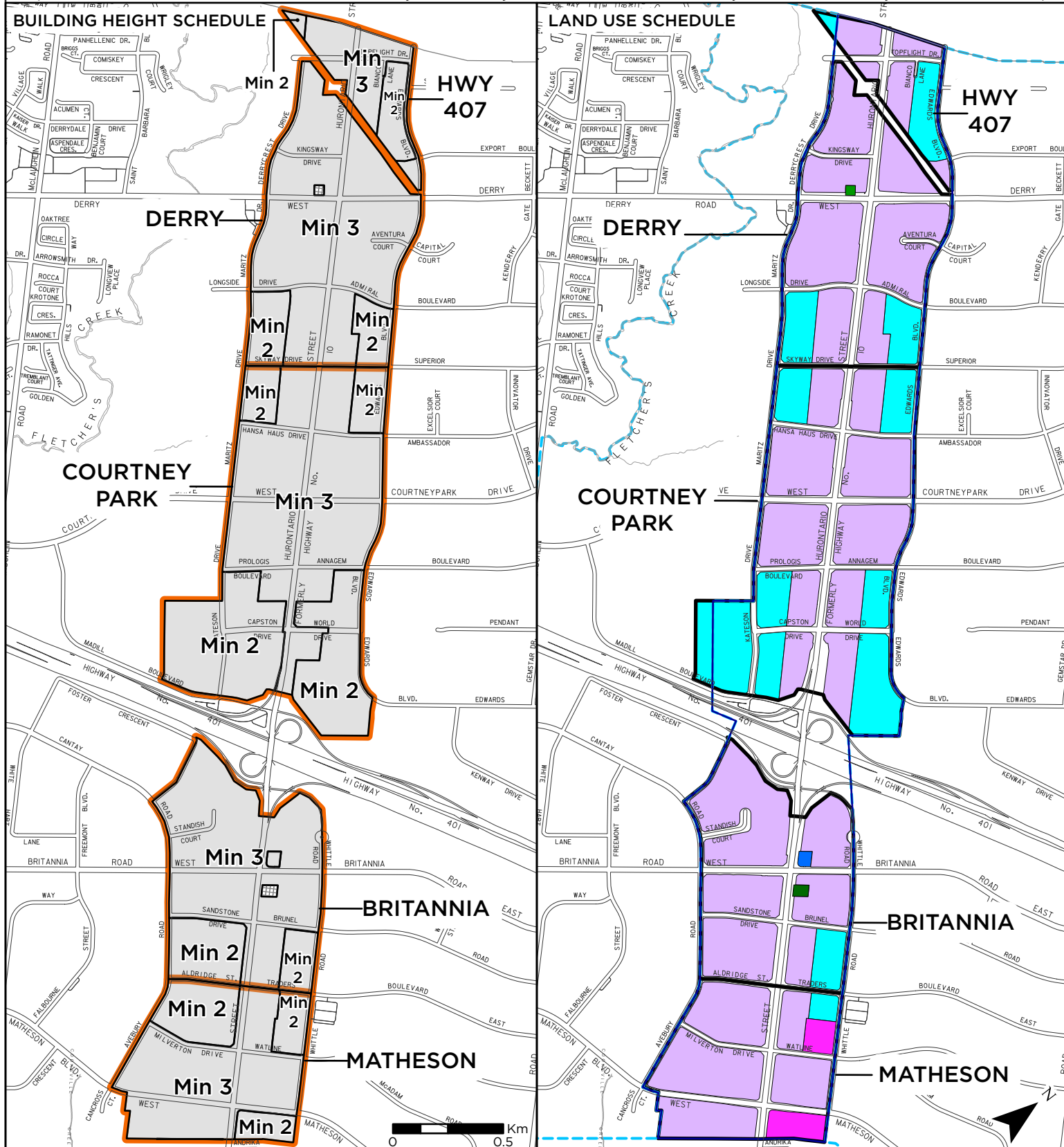
**MAP "C6"**  
**MISSISSAUGA**  
 Produced by Geospatial Solutions



# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

## SCHEDULE 11h

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



PMTSA Boundary (Height Map)	Mixed Use	Utility
PMTSA Boundary (Land Use Map)	Motor Vehicle Commercial	City Structure - Corporate Centre
Min # to Max # (In Storeys)	Office	City Structure - Employment Area
Height Not Applicable	Public Open Space	
Business Employment	Private Open Space	

For the Region of Peel Employment Areas designations and applicable associated policies please refer to the Region of Peel Official Plan.

**MAP "C8"**



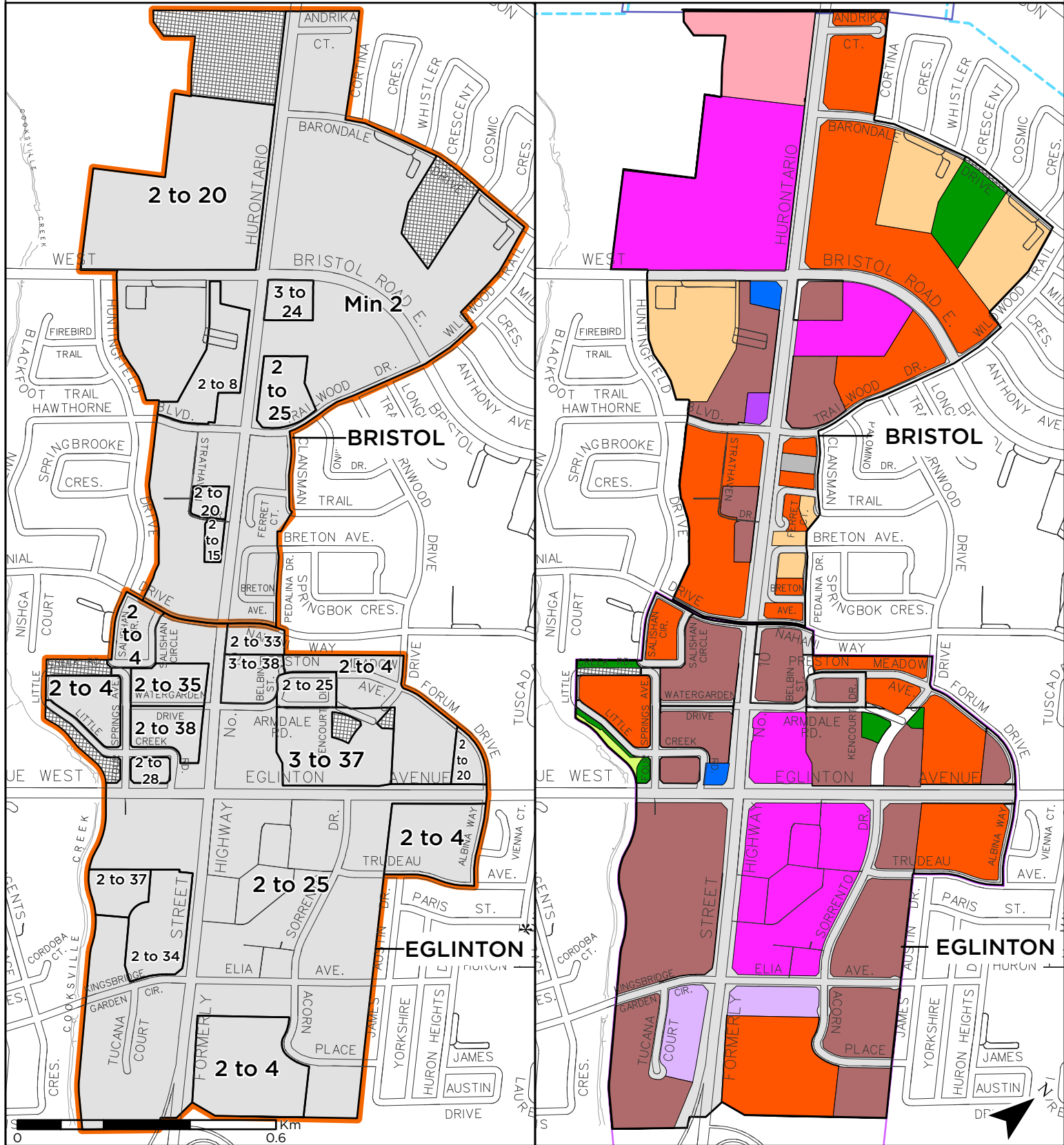
Produced by Geospatial Solutions

# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

## SCHEDULE 11i (HURONTARIO BRT - BRISTOL, EGLINTON)

### BUILDING HEIGHT SCHEDULE

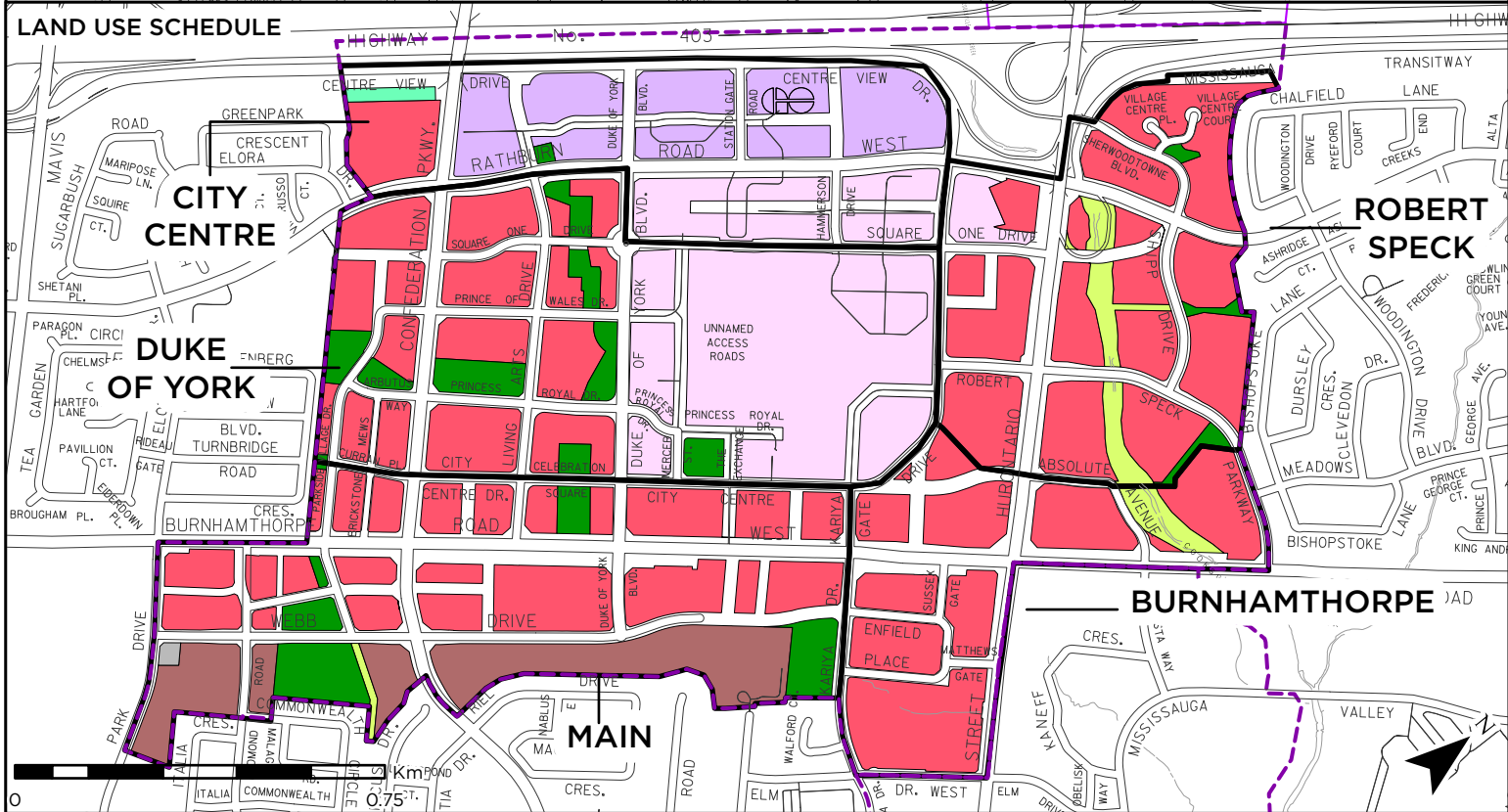
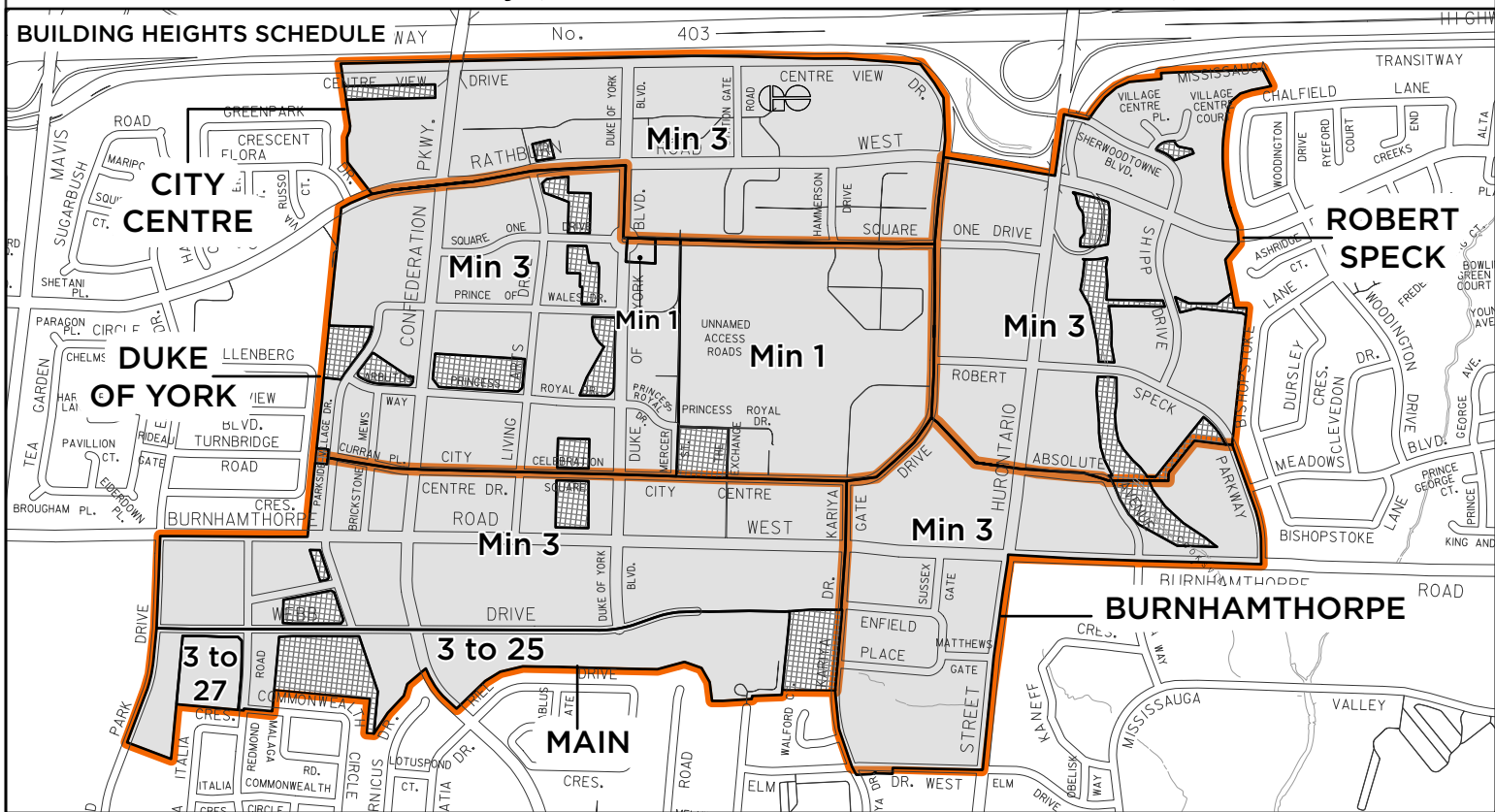
### LAND USE SCHEDULE



<ul style="list-style-type: none"> <li><span style="border: 1px solid orange; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> PMTSA Boundary (Height Map)</li> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> PMTSA Boundary (Land Use Map)</li> <li><span style="background-color: purple; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Convenience Commercial</li> <li><span style="background-color: lightgreen; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Greenlands</li> <li><span style="background-color: brown; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Residential High Density</li> <li><span style="background-color: pink; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Institutional</li> <li><span style="background-color: orange; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Residential Low Density II</li> </ul>	<ul style="list-style-type: none"> <li><span style="background-color: orange; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Residential Medium Density</li> <li><span style="background-color: magenta; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Mixed Use</li> <li><span style="background-color: blue; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Motor Vehicle Commercial</li> <li><span style="background-color: lightpurple; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Office</li> <li><span style="background-color: green; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Public Open Space</li> <li><span style="background-color: lightgreen; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Parkway Belt West</li> <li><span style="background-color: grey; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Utility</li> </ul>	<ul style="list-style-type: none"> <li><span style="border: 1px solid magenta; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> City Structure - Major Node</li> <li><span style="border: 1px solid blue; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> City Structure - Corporate Centre</li> <li><span style="border: 1px dashed blue; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> City Structure - Employment Area</li> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Min # to Max # (In Storeys)</li> <li><span style="background-color: grey; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Height Not Applicable</li> </ul>	<p><b>* Variations in building height are subject to the policies of the Local Area Plan/Character Area</b></p> <p>For the Region of Peel Employment Areas designations and applicable associated policies please refer to the Region of Peel Official Plan.</p> <p style="text-align: right;"><b>MAP "C9"</b>  <span style="font-weight: bold;">MISSISSAUGA</span></p> <p style="text-align: right; font-size: small;">Produced by Geospatial Solutions</p>
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# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

## SCHEDULE 11j (HURONTARIO LRT - DOWNTOWN)



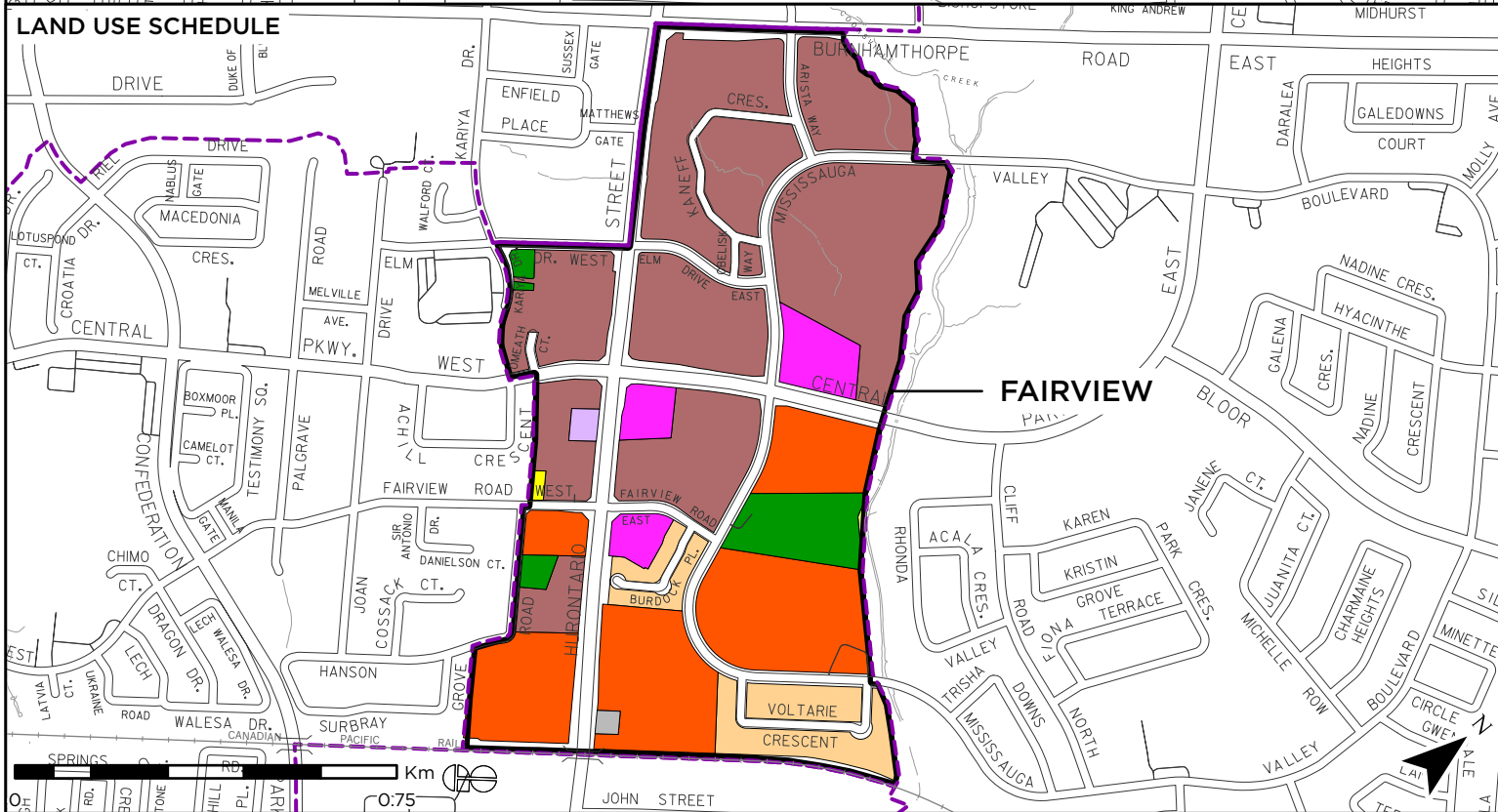
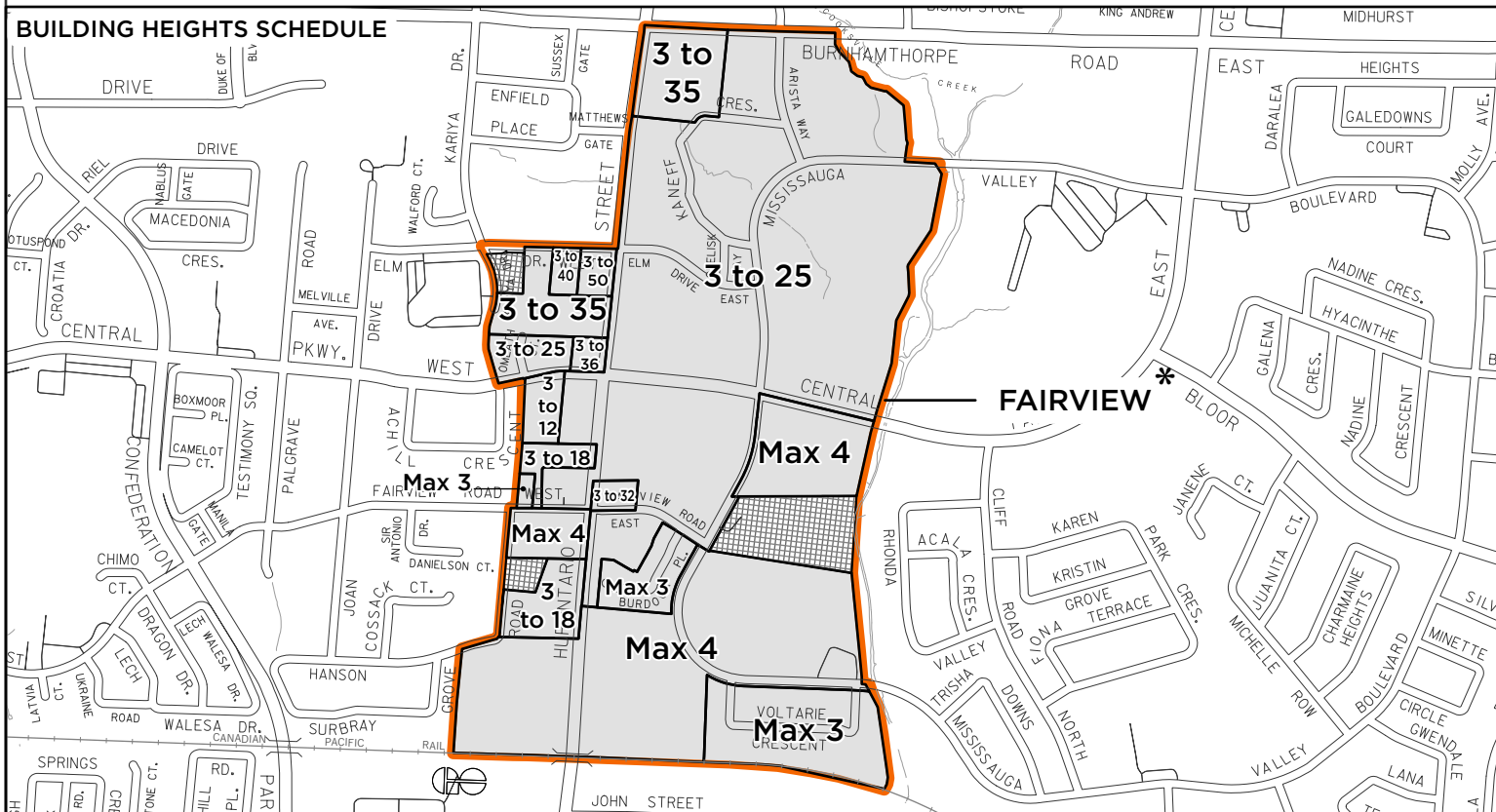
PMTSA Boundary (Height Map)	Downtown Mixed Use	Public Open Space
PMTSA Boundary (Land Use Map)	Greenlands	Parkway Belt West
Min # to Max # (In Storeys)	Residential High Density	Utility
Height Not Applicable	Residential Low Density II	City Structure - Downtown
Downtown Core Mixed Use	Office	City Structure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

For the Region of Peel Employment Areas designations and applicable associated policies please refer to the Region of Peel Official Plan.

**MAP "C10"**  
**MISSISSAUGA**  
 Produced by Geospatial Solutions

# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

## SCHEDULE 11k (HURONTARIO LRT - FAIRVIEW)



<ul style="list-style-type: none"> <li><span style="border: 2px solid orange; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> PMTSA Boundary (Height Map)</li> <li><span style="border: 2px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> PMTSA Boundary (Land Use Map)</li> <li><span style="background-color: #cccccc; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Min # to Max # (In Storeys)</li> <li><span style="background-color: #cccccc; border: 1px dashed black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Height Not Applicable</li> <li><span style="background-color: #90ee90; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Greenlands</li> </ul>	<ul style="list-style-type: none"> <li><span style="background-color: #8b4513; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Residential High Density</li> <li><span style="background-color: #ffff00; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Residential Low Density I</li> <li><span style="background-color: #ffa500; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Residential Low Density II</li> <li><span style="background-color: #ff4500; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Residential Medium Density</li> <li><span style="background-color: #800080; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Mixed Use</li> </ul>	<ul style="list-style-type: none"> <li><span style="background-color: #d8bfd8; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Office</li> <li><span style="background-color: #008000; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Public Open Space</li> <li><span style="background-color: #a9a9a9; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Utility</li> <li><span style="border: 2px dashed purple; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> City Structure - Downtown</li> </ul>
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\* Variations in building height are subject to the policies of the Local Area Plan/Character Area

MAP "C11"

Produced by Geospatial Solutions

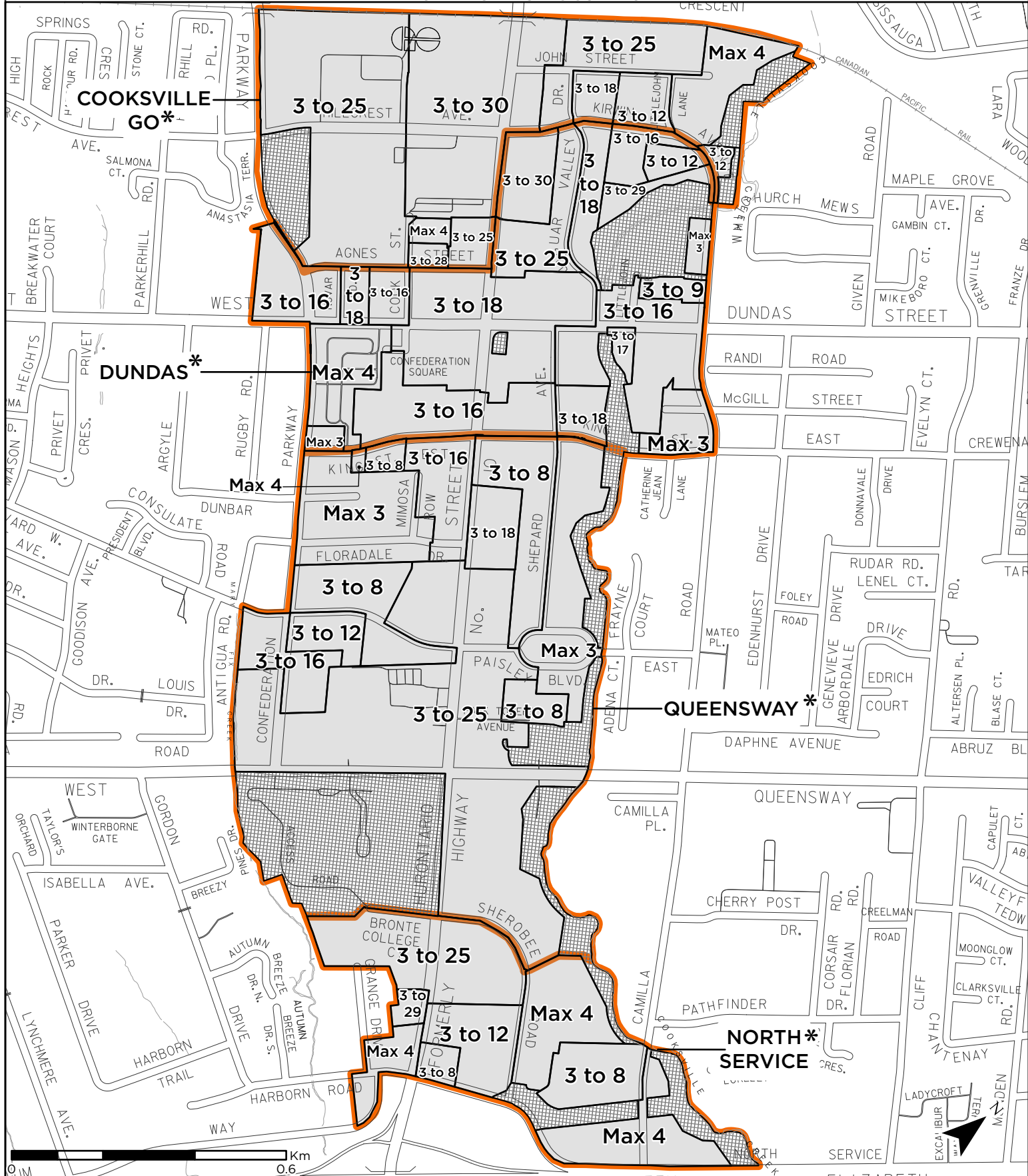
For the Region of Peel Employment Areas designations and applicable associated policies please refer to the Region of Peel Official Plan.



# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

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

## BUILDING HEIGHTS SCHEDULE



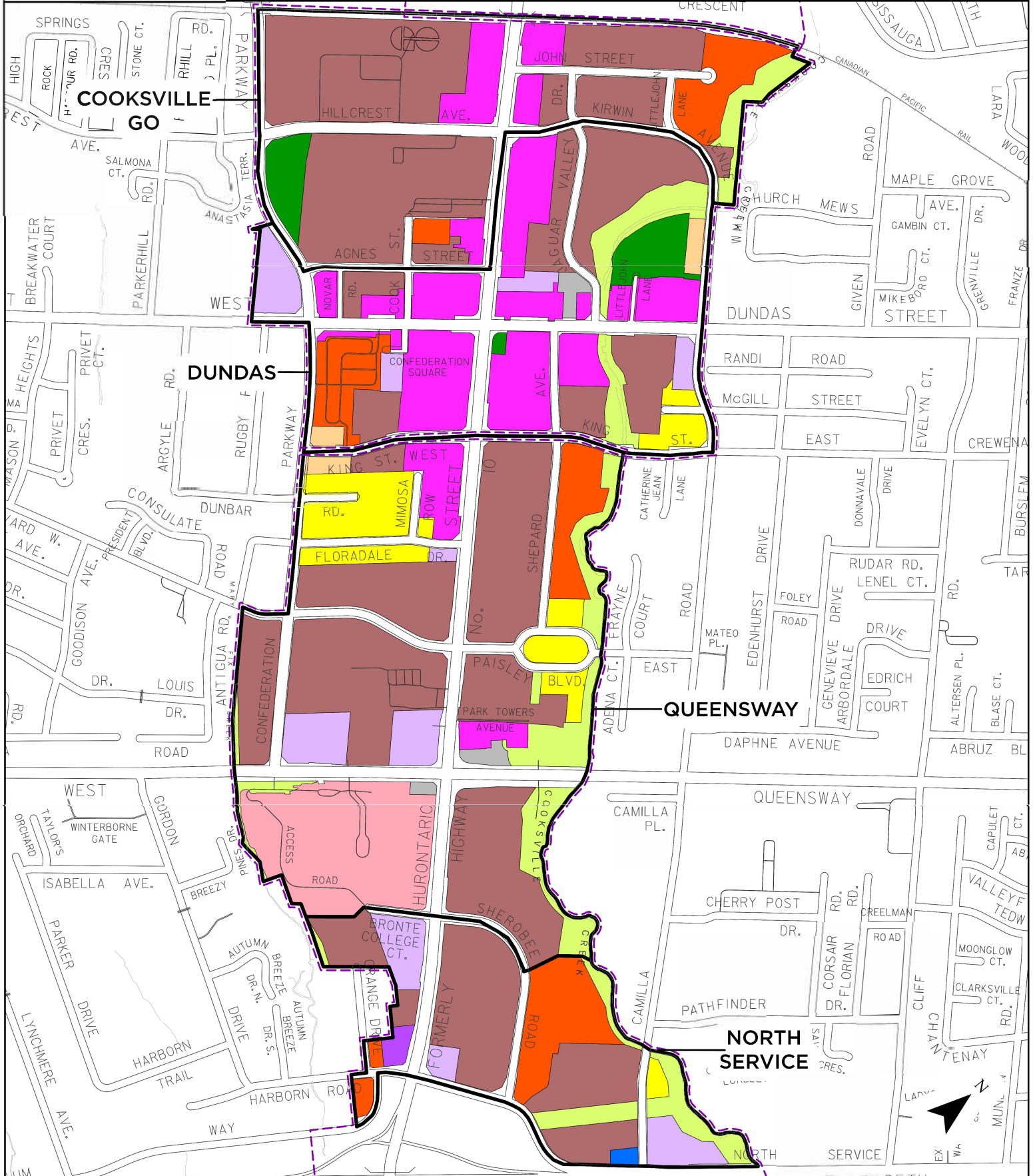
- PMTSA Boundary (Height Map)
- Min # to Max # (In Storeys)
- Height Not Applicable

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

For the Region of Peel Employment Areas designations and applicable associated policies please refer to the Region of Peel Official Plan.

# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

## SCHEDULE 11m (HURONTARIO LRT - COOKSVILLE GO, DUNDAS, QUEENSWAY, NORTH SERVICE) LAND USE SCHEDULE



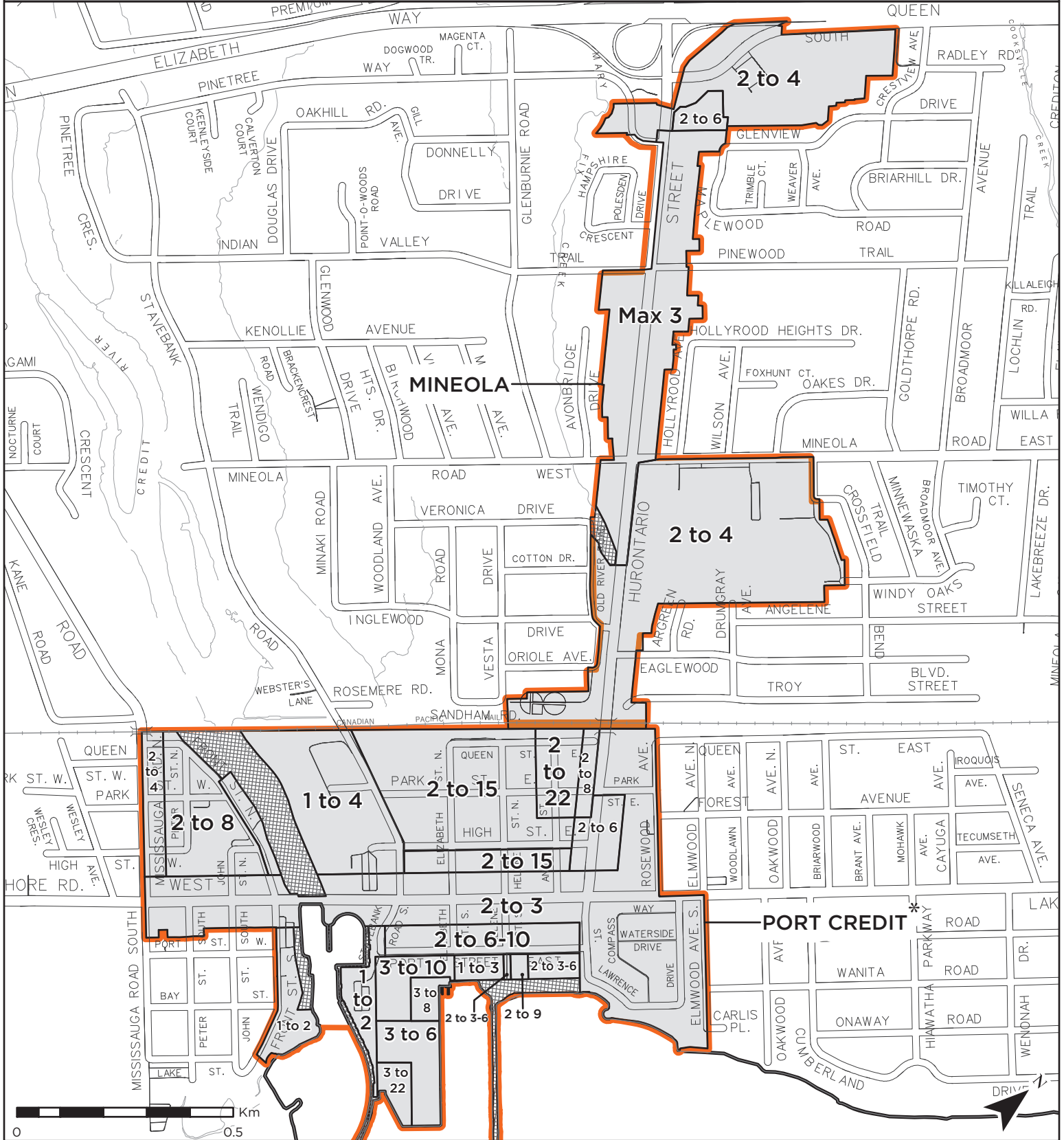
- |                               |                            |                           |
|-------------------------------|----------------------------|---------------------------|
| PMTSA Boundary (Land Use Map) | Residential Low Density I  | Office                    |
| Convenience Commercial 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

For the Region of Peel Employment Areas designations and applicable associated policies please refer to the Region of Peel Official Plan.

# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

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

### BUILDING HEIGHT SCHEDULE

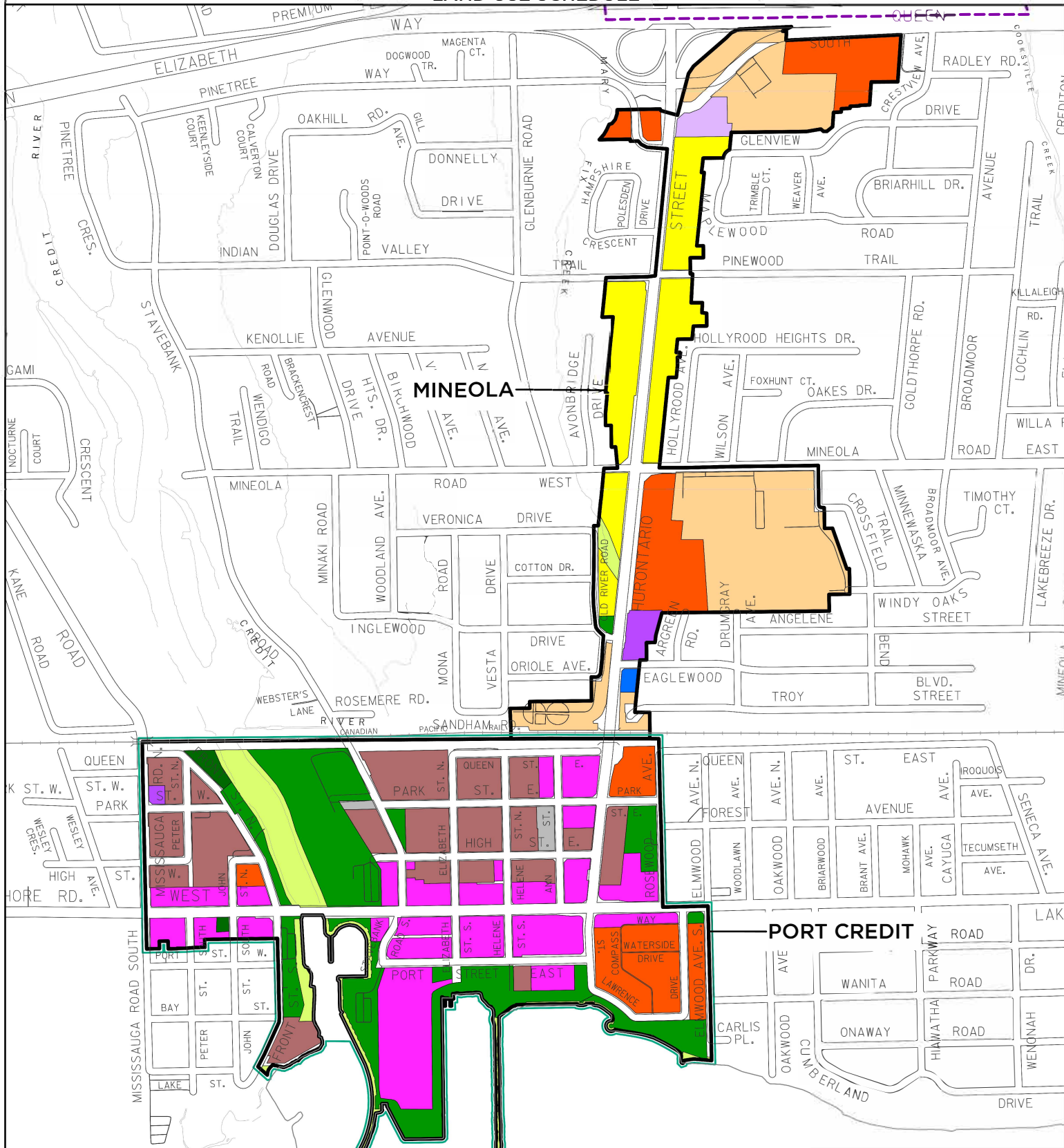


- Min # to Max # (In Storeys)
- Height Not Applicable
- PMTSA Boundary (Height Map)

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

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

## LAND USE SCHEDULE

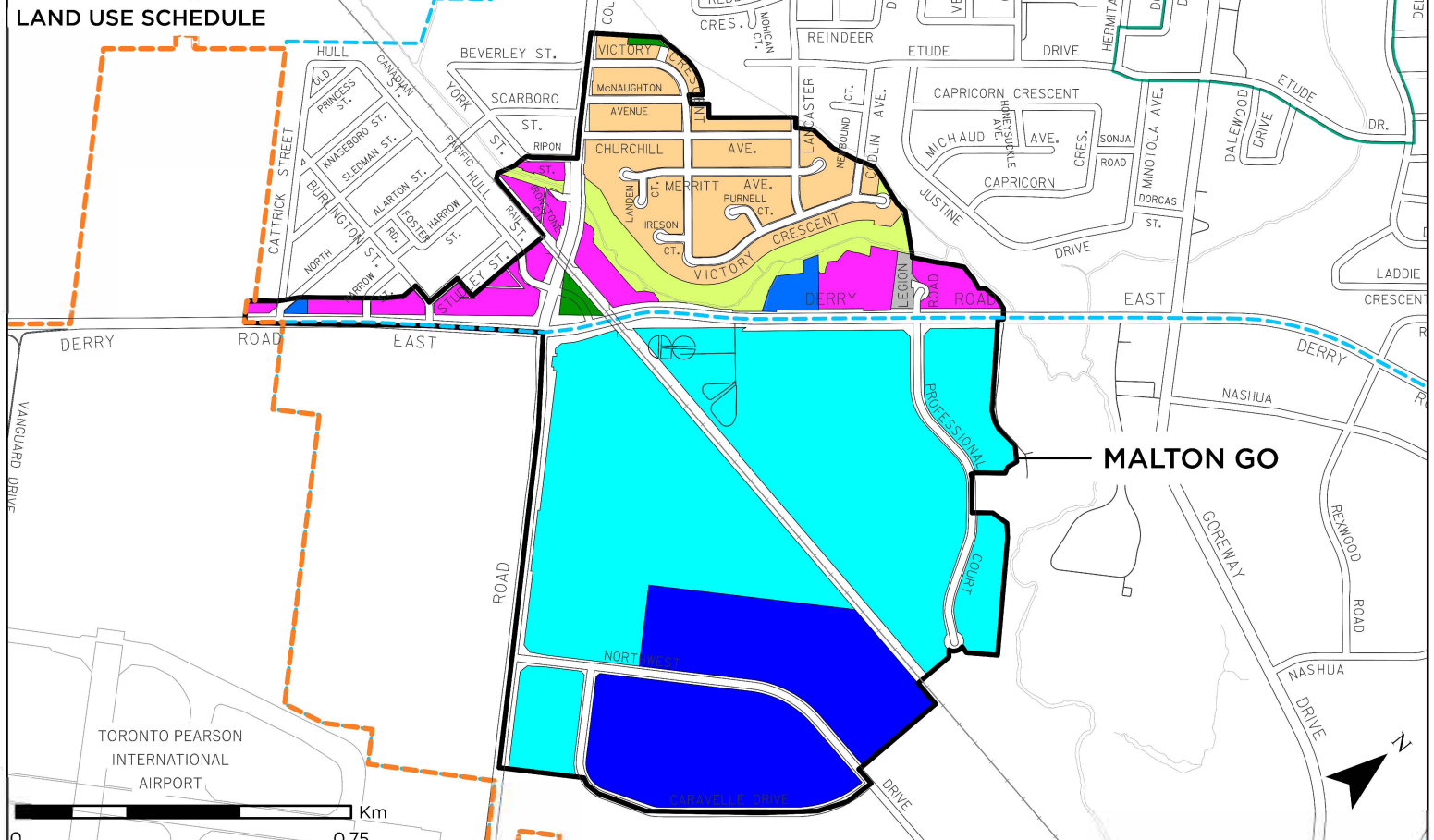
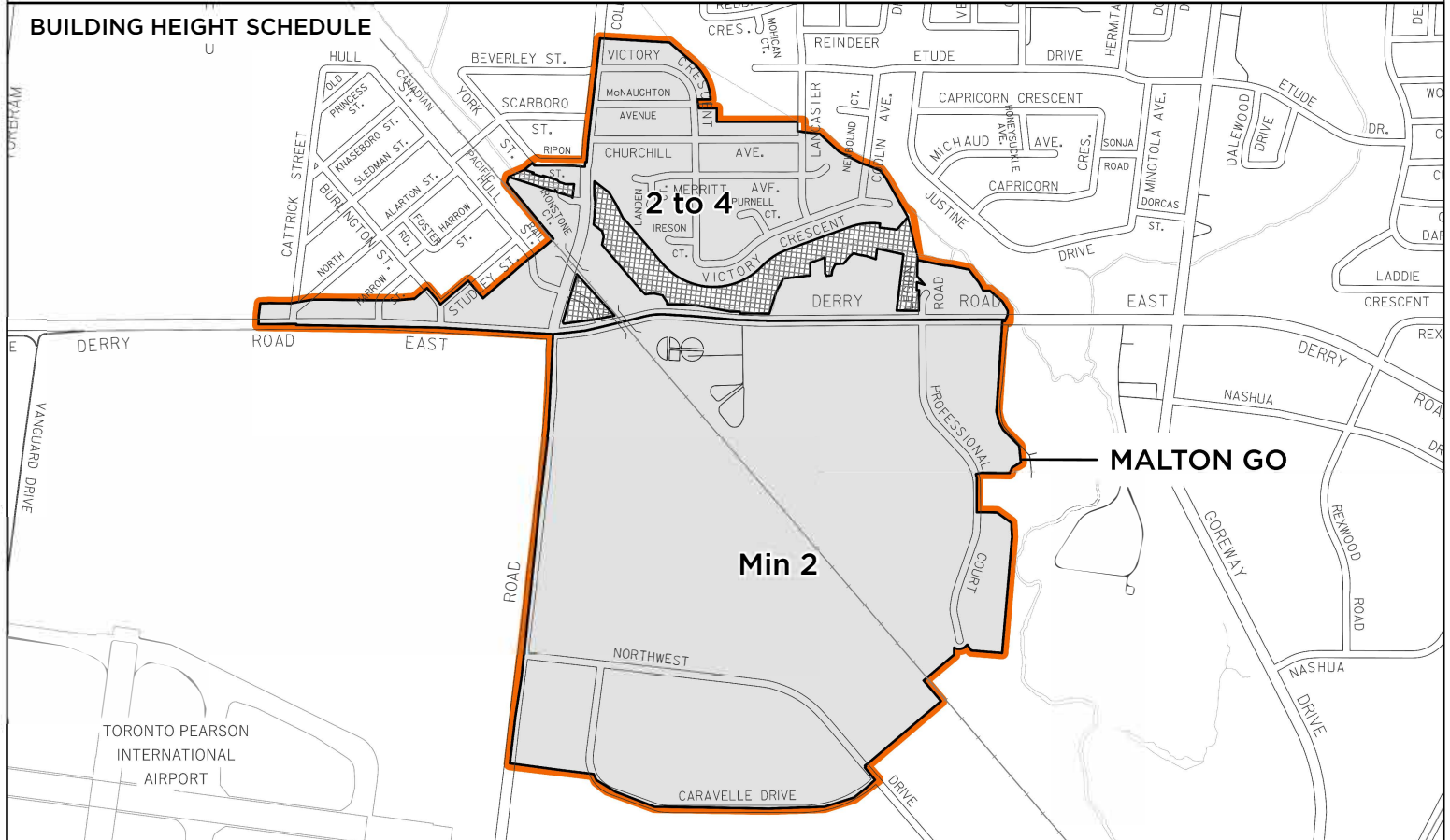


- |                               |                            |                                 |
|-------------------------------|----------------------------|---------------------------------|
| PMTSA Boundary (Land Use Map) | Residential Low Density II | Public Open Space               |
| Convenience 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 |

For the Region of Peel Employment Areas designations and applicable associated policies please refer to the Region of Peel Official Plan.

# 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	Publish.GIS.Zoning

**MAP "C16"**

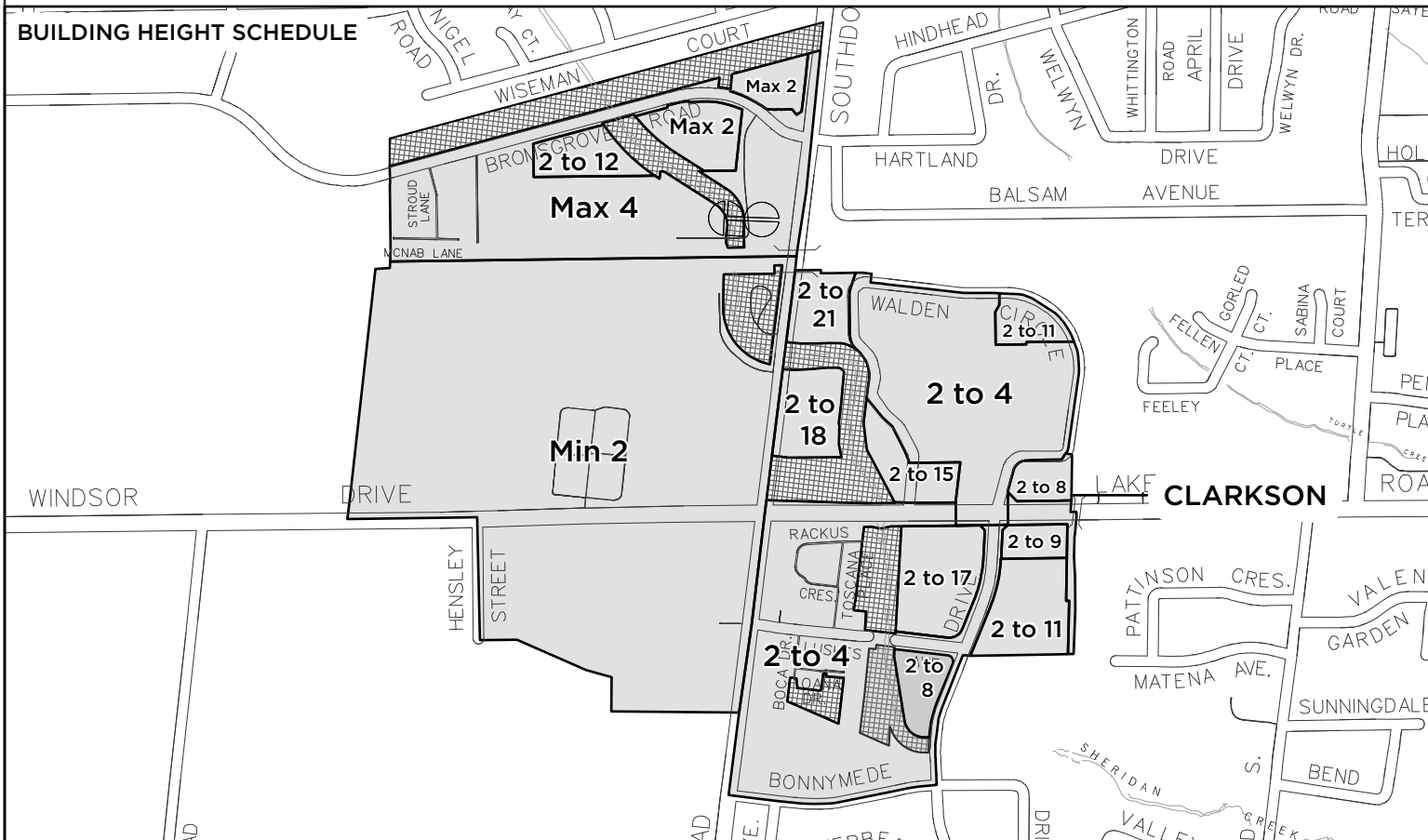
For the Region of Peel Employment Areas designations and applicable associated policies please refer to the Region of Peel Official Plan.



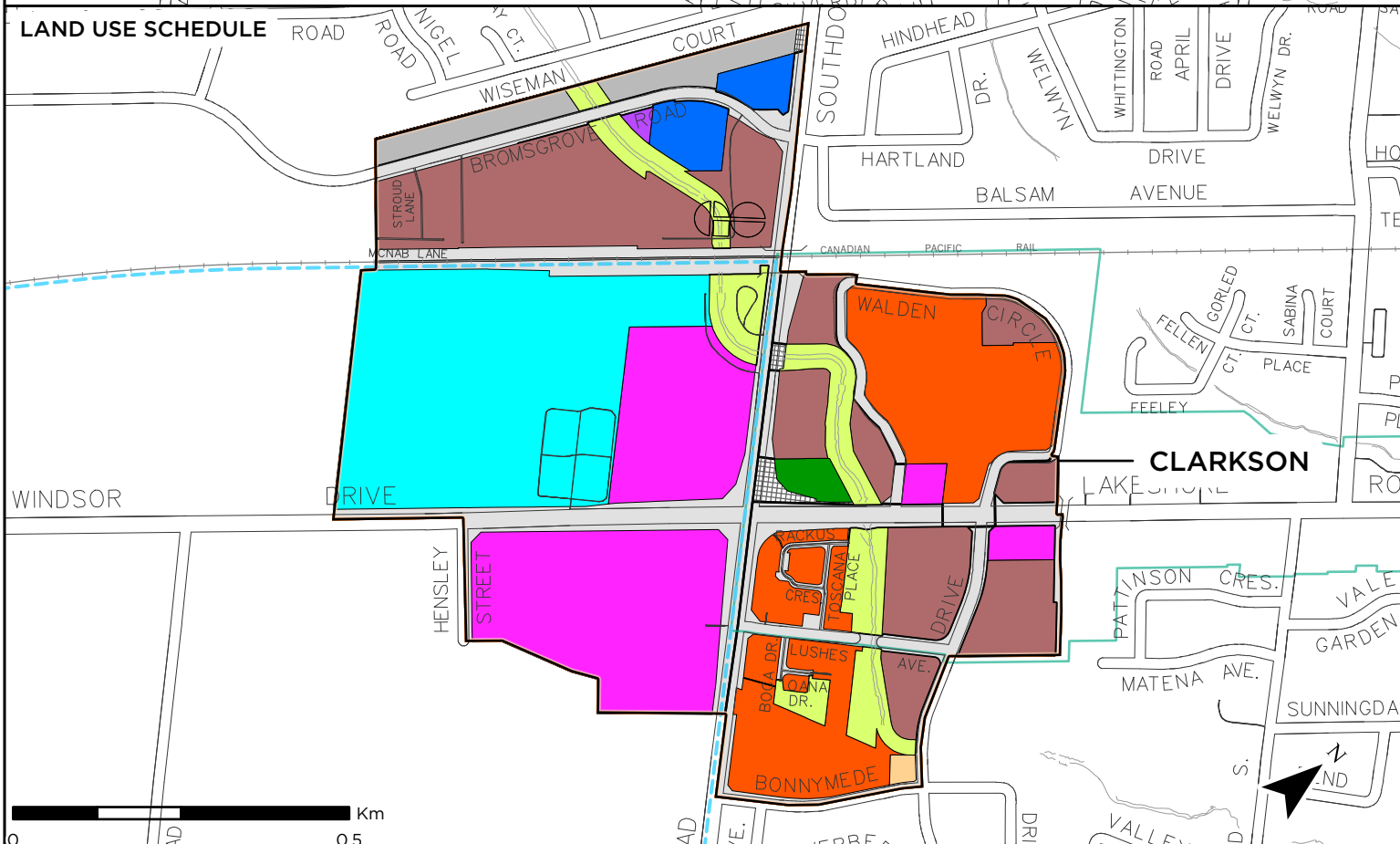
# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

## SCHEDULE 11r (CLARKSON GO)

### BUILDING HEIGHT SCHEDULE



### LAND USE SCHEDULE



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