

Appendix V – Staff Responses to Comments

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

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

Subject	Date of Correspondence	Contact	Address / Location / Existing Use	Comment Summary	Response Summary – April 2024 (Updates to previous responses shown in bold underlines)
MOPAs 142, 143, 144	August 9, 2022	Peter Gross Partner, Gowlings WLG (Canada) LLP On behalf of Ahmed Group	1000 -1024 Dundas Street East, Mississauga	Letter to Regional Council and Planning and Development Services Staff: <ul style="list-style-type: none"> The letter does not refer to specific Official Plan Amendments (OPAs). However, it can be ascertained that the comments pertain to OPAs 143, 144 and 142. Objection to the City’s identification of the subject lands within the Dixie Employment Area Character Area, which does not permit residential uses. Contended that these OPAs do not conform with the new Region of Peel Official Plan (RPOP), on the basis that the RPOP does not designate the subject lands as Employment Areas on Schedule E-4. Argued that City staff are relying on non-operative commentary in the new RPOP to justify this expansion of Employment Areas, while disregarding operative policies (including policy 5.8.16). Maintained that the OPAs conflict with Provincial policy direction and the Growth Plan, which assigns responsibility to the Region to identify Employment Areas. 	(#1) Response to Concerns re: Local Employment Character Area designation <ul style="list-style-type: none"> Regional Employment Areas are distinguished from local employment uses as Regional Employment Areas are protected from conversion until the next Municipal Comprehensive Review as per the Provincial Growth Plan. Furthermore, the RPOP states that “Local official plans may also support employment uses outside of Employment Area designations, provided they are compatible with the surrounding community and the population and employment forecasts set out in Table 3 are met.” The City of Mississauga is permitted to designate lands for non-residential employment uses outside of the Region’s Employment Areas, and Regional staff are satisfied that the Region’s City-wide growth forecasts and minimum density targets for the Major Transit Station Areas (MTSA) will be satisfied and would not be unduly impacted by maintaining a local employment designation on these lands. Mother Parkers Tea and Coffee Inc. have expressed concern that the introduction of residential uses on these lands would be incompatible with and could affect the ongoing operations of their manufacturing facilities located on adjacent lands. To address these concerns, the City of Mississauga recently included a policy in their Official Plan via OPA 141 stating that changing the land use permissions in this area is subject to the “completion of a municipally led land use compatibility assessment and will occur through a City-initiated amendment to this plan.” <u>In accordance with this policy, the City was to initiate a land use compatibility assessment which has been put on hold pending the outcome of OLT appeals to OPA 141 and the development application at 1000 and 1024 Dundas Street. Both of these appeals include the Ahmed Group and Mother Parker as parties.</u>
MOPAs 143, 144	August 22, 2022	Samantha Lampert, Davies Howe	Not indicated.	Letter to Regional Staff <ul style="list-style-type: none"> Request for Notice of Decision. 	Notification will be forwarded as requested.
MOPAs 142, 143, 144, 146	August 24, 2022	Jennifer Le, Ministry of Municipal Affairs and Housing	N/A	Letter to Regional Staff <ul style="list-style-type: none"> Request for Notice of Decision. 	Notification will be forwarded as requested.
MOPAs 143, 144, 146	August 25, 2022	Jonathan S. Cheng, Stikeman Elliott On behalf of BET Realty and 3420 Hurontario Street Incorporated	3420 & 3442 Hurontario Street, Mississauga	Letter to Regional Staff <ul style="list-style-type: none"> Request for Notice of Decision. 	Notification will be forwarded as requested.
MOPA 143, 144, 146	August 25, 2022	Andrea Paterson, Dentons LLP	Not indicated.	Letter to Regional Staff <ul style="list-style-type: none"> Request for Notice of Decision. 	Notification will be forwarded as requested.
MOPAs 142,	August 29,	Maurizio	255 Dundas	Letter to Regional Staff	Notification will be forwarded as requested.

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143, 144	2022	Rogato, Blackthorn Development Corp. On behalf of 2683340 Ontario Inc.	Street West, Mississauga	<ul style="list-style-type: none"> Request for Notice of Decision. 	
MOPAs 143, 144	September 19, 2022	Samantha Lampert, Davies Howe LLP	Not indicated.	Letter to Regional Staff <ul style="list-style-type: none"> Request for Notice of Decision. 	Notification will be forwarded as requested.
MOPAs 142, 143, 144	September 19, 2022 & September 22, 2022	Peter Gross Partner, Gowlings WLG (Canada) LLP On behalf of Ahmed Group	1000 -1024 Dundas Street East, Mississauga	Oral and Written Delegation at the September 22 nd Regional Council Meeting: Expressed concerns regarding OPAs 142, 143, and 144. <i>Concerns re: Land Use / Character Area Designations</i> <ul style="list-style-type: none"> Objected to the designation of the subject lands as Employment Areas. The subject lands were previously removed from a provincially significant employment zone by the Growth Secretariat. Contended that these OPAs do not conform with the new RPOP, on the basis that the RPOP does not designate the subject lands as Employment Areas on Schedule E-4. Argued that City staff are relying on non-operative commentary in the new RPOP to justify this expansion of Employment Areas, while disregarding operative policies (including policy 5.8.16). Maintained that the OPAs conflict with Provincial policy direction and the Growth Plan, which assigns responsibility to the Region to identify Employment Areas. Contended that the OPAs will not implement the objectives of the Dundas Connects Master Plan, which contemplates a mix of uses facilitated by intensification. Requested that the subject lands be designated Mixed Use Limited by OPA 144 instead, which would still require proposed developments to submit a compatibility study. <i>Concerns re: Height-Related Policies</i> <ul style="list-style-type: none"> Expressed concerns with the height limitations in the new OPAs. Contended that the height restriction does not promote intensification in and around major transit station areas and does not recognize the existing context as required by the City’s Official Plan. Argued that these restrictions will frustrate the objectives of the Dundas Connects Master Plan, will not conform to the Growth Plan, and will not be consistent with the Provincial Policy Statement. 	Refer to (#1) Response to Concerns re: Local Employment Character Area designation (#2) Response to Concerns re: Maximum Height Restrictions <ul style="list-style-type: none"> Removing maximum heights or permitting greater maximum heights are a local responsibility and determined based on local studies and characteristics. Building heights only become a matter of Regional interest if staff identify a concern through the technical review that the minimum densities included in the RPOP have not been adequately planned for. Regional staff reviewed the City’s proposed maximum heights in the context of a high-level development assessment for the City’s Protected MTSA’s to determine if the built form facilitates the achievement of the Region’s minimum density targets for Protected MTSA’s as prescribed in Table 5 of the RPOP. Based on the assessment undertaken, Region staff have concluded that OPA 144 policies, including the maximum heights, do not prevent the achievement of the Region’s minimum density targets for Protected MTSA’s and conform to the policies of the RPOP. A new height policy has been prepared in collaboration with City staff and is included in OPA 143 through a modification. Maximum height schedules are maintained, but the new policy states that developments proposing heights in excess of the limits may be permitted, through site-specific Official Plan Amendments, subject to demonstrating specific criteria. This policy addresses the various comments received, allows for a process where additional growth and housing can be accommodated, while maintaining the intent of the adopted Mississauga OPAs. Letters from former Minister Steve Clark: the modification referenced in the letters that was intended to remove the discretion for lower-tiers to establish maximum heights has been reversed under Bill 150 – the Planning Statute Law Amendment Act, 2023 and Regional policy 5.6.19.10, as adopted, has been reinstated. (#3) Response to Concerns re: Removal of Policy 9.2.1.8 <ul style="list-style-type: none"> As indicated by the City in their Comment-Response Table for OPA 142, “Policy 9.2.1.8 states that ‘The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas’, not within MTSA’s.” OPA 144 provides a more detailed City-wide MTSA policy framework and is intended to replace older more general guiding policies, such as 9.2.1.8. OPA 144 and the related OPAs address development within MTSA’s in a comprehensive and detailed manner based on technical study and an understanding of local context etc. Regional staff understand that general policies such as 9.2.1.8 are no longer necessary, and may be inappropriate in certain cases when considering area-specific factors. As indicated by the City in their Comment-Response Table for OPA 142: “The proposed MTSA policies note that each MTSA is unique and will be planned based on its local context, growth potential and limitations to determine appropriate densities and transit-supportive development. Not all stations or sites will achieve the

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				<ul style="list-style-type: none"> Requested that Regional Council direct staff to significantly increase the height limitation or remove the limitation entirely. Objected to the removal of policy 9.2.8 [reference should be to 9.2.1.8] in the City’s Official Plan, which provides that the preferred location of tall buildings is in proximity to planned or existing major transit station areas. Argued that this policy aligns with Provincial policy direction and should therefore not be deleted. 	<p>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.”</p> <p><i>(#9) Response to Development Applications subject to an OLT appeal</i></p> <ul style="list-style-type: none"> <u>The City of Mississauga has included this property in its memo to the Region (Appendix III - Mississauga Memo on Modifications to the City-Wide Major Transit Station Area OPAs 143 and 144, March 8, 2024).</u> <u>Once a final decision from the OLT is issued for each affected development site, the policies and schedules in the Mississauga Official Plan will reflect the decision accordingly.</u>
MOPAs 143, 144	September 15, 2022	Stephen Sparling President, Dundas Landowners’ Association	Landowners and businesses in vicinity of Dundas Street East, Mississauga	<p>Oral Delegation at the September 22nd Regional Council Meeting:</p> <ul style="list-style-type: none"> Requested to be involved in discussions regarding OPAs 142, 143, and 144 at the Regional level. Concerned with the proposed height restrictions. Argued that it is important to optimize the public investment in higher-order transit and promote complete communities. Asked Regional staff to consider the modifications to the OPAs outlined in the letter submitted to Regional Council. 	<p>Refer to <i>(#1) Response to Concerns re: Local Employment Character Area designation</i></p> <p>Refer to <i>(#2) Response to Concerns re: Maximum Height Restrictions</i></p>
MOPAs 142, 143, 144	September 16, 2022 & September 22, 2022	Max Laskin Partner, Goodmans LLP On behalf of Dundas Landowners Association	Landowners and businesses in vicinity of Dundas Street East, Mississauga	<p>Written Submission for September 22nd Regional Council Meeting:</p> <p>Provided comments on behalf of the Dundas Landowners’ Association (DLA). Expressed significant concerns regarding OPAs 142, 143, and 144, contend the following:</p> <ul style="list-style-type: none"> These OPAs will undermine the policy direction set out by the new RPOP. The OPAs fail to implement Provincial policy. <p><i>Concerns re: Land Use / Character Area Designations</i></p> <ul style="list-style-type: none"> The new RPOP removes lands along the Dundas Corridor from the Regional Employment Area, while OPA 144 applies a land use designation that would prohibit residential uses on certain lands along Dundas St East. In discussions with Regional staff, the DLA representative opposed the City’s proposal to maintain lands along the south side of Dundas St. East, between Dixie Rd. and Tomken Rd., within the Dixie Employment Area, while the Region had removed these lands from the Regional Employment Areas through the MCR process. The DLA team proposed that these lands be removed from the Dixie Employment Area and given a Mixed Use Limited designation, which would create a safeguard against the introduction of incompatible uses since a compatibility assessment would need to be undertaken. This approach would avoid the need for an official plan amendment and other planning processes. 	<p>Refer to <i>(#1) Response to Concerns re: Local Employment Character Area designation</i></p> <p>Refer to <i>(#2) Response to Concerns re: Maximum Height Restrictions</i></p>

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Subject	Date of Correspondence	Contact	Address / Location / Existing Use	Comment Summary	Response Summary – April 2024 (Updates to previous responses shown in bold underlines)
				<p><i>Concerns re: height-related policies</i></p> <ul style="list-style-type: none"> The proposed height limitations set out by the OPAs do not reflect the existing context, which includes buildings taller than the maximum heights identified. The proposed height restrictions conflict with the City’s Official Plan direction in regard to designing buildings with reference to the existing context. Requested that the Region direct modifications to remove or significantly increase the maximum heights identified. Opposed to the OPA’s deletion of policy 9.2.8 [9.2.1.8] of the City’s Official Plan, which provides that the preferred location of tall buildings be in proximity to existing and planned MTSAs. The OPAs do not adequately reflect the principle of optimizing land supply in support of complete, mixed-use communities in the vicinity of higher-order transit. Urged Regional Council to direct staff to engage with the DLA prior to providing any recommendations to Regional Council regarding the City’s OPAs 	
MOPAs 142, 144	September 19, 2022 & September 22, 2022	John Lohmus Director, Plan Logic Consulting Inc. On behalf of Mississauga Muslim Community Centre	2505 Dixie Road, Mississauga	<p>Oral Delegation at the September 22nd Regional Council Meeting:</p> <p>Represents the landowner of 2505 Dixie Road, the Mississauga Muslim Community Centre. Requested that Regional Council direct staff to modify OPAs 142 and 144 to:</p> <ul style="list-style-type: none"> Maintain the existing tall building regulation (policy 9.2.1.8) in the City’s Official Plan which is proposed to be deleted through OPA 144; Revise Schedule C-7 of OPA 144 to permit a maximum building height of 50 storeys on the subject property and within the Metrolinx parking lot associated with the Dixie GO Train Station; and Modify policy 5.4.17 of OPA 142 to permit a maximum building height of 50 storeys within the corridor. 	<p>Refer to (#2) Response to Concerns re: Maximum Height Restrictions</p> <p>Refer to (#3) Response to Concerns re: Removal of Policy 9.2.1.8</p>
MOPAs 142, 143, 144	September 22, 2022	Nicholas Dell Principal, Harper Dell & Associates Inc. On behalf of G. Merulla Inc. And 590816 Ontario Inc.	2935 and 2955 Mississauga Rd., Mississauga	<p>Oral and Written Delegation at the September 22nd Regional Council Meeting:</p> <ul style="list-style-type: none"> Request to include 2935 and 2955 Mississauga Road in the UTM BRT MTSA Boundary. Request to continue to include 2935 and 2955 Mississauga Road in the Dundas Intensification Corridor. Request to not delete the City’s Official Plan policy regarding focusing the location of tall buildings near MTSAs. Argued that the subject properties have been overlooked for their development potential, including opportunities for community improvements. Contended that the City’s adoption of the Local OPAs was premature as it occurred prior to the adoption of the new RPOP. 	<p>Refer to (#3) Response to Concerns re: Removal of Policy 9.2.1.8</p> <p>(#4) Request to be included in UTM BRT MTSA Boundary</p> <ul style="list-style-type: none"> Policy 7.3.10 of the Regional Official Plan allows only the correction of minor errors without the need for a Regional Official Plan Amendment, including the adjustment of the precise location of stations or stops in MTSAs and the correction of minor mapping errors. The request to adjust the Protected MTSA boundary to include the subject lands would require a Regional Official Plan Amendment. Furthermore, Section 22(2.1.3) of the Planning Act, which protects such policies from requests for amendment, would also apply. <p>(#5) Request to maintain the Intensification Corridor Overlay on the subject site</p> <ul style="list-style-type: none"> Under OPA 142, the City updated the Dundas Street Intensification Corridor overlay on Schedule 2 to match the Protected MTSA boundaries along the Dundas corridor. Because the subject site is not located within a Protected MTSA, the Intensification Corridor overlay is not applicable.

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				<ul style="list-style-type: none"> Argued that the Region could adjust the MTSA Boundary without the need for a Regional Official Plan Amendment (ROPA) under Policy 7.3.10 of the RPOP. 	
MOPAs 142, 143, 144	September 21, 2022 & December 2, 2022	Anthony Sirianni Planning Associate, Gagnon Walker Domes On behalf of White Elm Investments Ltd	1450-1458 Dundas Street East, Mississauga	Letter to Regional staff dated December 2 nd , 2022 Email to Regional staff and meeting with Regional staff <ul style="list-style-type: none"> Request of the Region to make the following modifications to OPAs 142, 143 and 144: <ul style="list-style-type: none"> Delete the proposed maximum building height restriction (25 storeys) on the subject site in recognition of subject site’s geographic position, access to transit and proposed Official Plan policy direction; Remove the subject site from the Mixed Use Limited designation, as proposed, and maintain the Mixed Use designation. This would allow residential uses as of right without the need to complete a land use compatibility assessment. Schedule 2, as proposed, be modified to identify the Dixie Dundas ‘Community Node’ as a ‘Major Node’. 	Refer to (#2) Response to Concerns re: Maximum Height Restrictions (#7) Response to Concerns re: use of Mixed Use Limited designation <ul style="list-style-type: none"> Determination of land use designations is local responsibility and determined based on local studies and characteristics. Land use designations only become a matter of Regional interest if staff identify a concern through the technical review that the Amendment doesn't conform to the RPOP. The City’s Mixed Use Limited designation requires the satisfactory completion of a land use compatibility assessment prior to permitting the development of sensitive uses, such as residential, on lands that may be in close proximity to existing incompatible uses such as industrial. The Mixed Use Limited designation recognizes the need to safeguard against incompatible land use mixes, especially within an urban corridor revitalization context. (#8) Response to Concerns re: identification of Dundas-Dixie as Community Node vs Major Node <ul style="list-style-type: none"> The Region recognizes this issue as a local municipal responsibility. City staff have advised that Mississauga Official Plan identifies the Dixie-Dundas area as a Community Node that can serve local residents and businesses and will require new community infrastructure and a more pedestrian friendly approach to development.
MOPAs 142, 144	September 22, 2022	Andrew Ferancik, Principal, WND Associates Ltd On behalf of Mother Parkers Tea and Coffee Inc.	2530 & 2531 Stanfield Rd, Mississauga (owns & operates) 2470 Stanfield Rd (leases & operates)	Delegation to Regional Council on September 2022: <ul style="list-style-type: none"> Deputed in response to delegation of Mr. Stephen Sparling with respect to Mother Parker’s previous correspondence and deputations to Region Council regarding protecting the existing operations of Mother Parker’s Tea and Coffee Inc. (Mother Parker) from incompatible residential uses. Mother Parker’s employs 500-700 employees, 90% of which are full-time. A large operation that must ramp production up and down depending on conditions and regularly requires Environmental Compliance Approvals to maintain flow of operations. Contended that proposed sensitive uses would jeopardize operations. Argued that it is critical to have policies in place to protect employers like Mother Parker from the undue encroachment of sensitive land use like residential. Mother Parker does not oppose residential uses along the Dundas Corridor and supports intensification across the City, but intensification should not at the expense of existing employers. Protection of employment uses and established manufacturing job opportunities like the ones Mother Parker provides is integral to the creation of a complete community. 	See below, and also refer to (#1) Response to Concerns re: Local Employment Character Area designation. <ul style="list-style-type: none"> Through a report to Regional Council on July 7, 2022, staff did not recommend that lands along the south side of Dundas identified by Mother Parkers Coffee and Tea be included in the Regional Employment Area as staff were satisfied that sufficient opportunity exists within the City of Mississauga planning framework and other applicable provincial legislation to undertake land use compatibility studies to properly assess the potential introduction of a sensitive land uses in these areas. The City of Mississauga maintains the adjacent lands along the south side of Dundas Street East within the Dixie Employment Character Area which does not permit residential uses. Removal from the Dixie Employment Area under the Mississauga Official Plan could only be considered by the City and would require the submission of an application for Local Official Plan Amendment. Policy 17.4.4.4 of the Mississauga Official Plan identifies the subject lands within Special Site 4 which indicates that “a change in land use permissions will be subject to the completion of a municipally led land use compatibility assessment and will occur through a City-initiated amendment to this plan.” <u>In accordance with this policy, the City was to initiate a land use compatibility assessment which has been put on hold pending the outcome of OLT appeals to OPA 141 and the development application at 1000 and 1024 Dundas Street. Both of these appeals include the Ahmed Group and Mother Parker as parties.</u>

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MOPA 146	October 18, 2022	Matthew Helfand, Aird & Berlis LLP On behalf of Almega Asset Management Inc.	60 Dundas Street East, Mississauga	Letter emailed to Regional Clerk: <ul style="list-style-type: none"> Request for notice of public meetings and Notice of Decision. 	Notice of decision will be forwarded as requested.
MOPAs 143,144	November 2, 2022	Chad B. John Baptiste, WSP On behalf of CN Rail	Various CN Rail facilities in Mississauga	Letter to Regional staff dated November 2, 2022: <ul style="list-style-type: none"> Request for additional language and mapping overlays in the City-wide MTSA policy framework contained in OPAs 143 and 144 to acknowledge the importance of rail infrastructure and recognize its critical role in long-term economic growth and the efficient and effective movement of goods and people. 	(#6) Concerns re: protection of rail facilities from encroachment of sensitive uses <ul style="list-style-type: none"> Regional and City staff are in agreement that the requested additional policies would be more appropriately contained in the City’s general policy sections so that they could apply to all areas of the City where rail infrastructure is located - including and not limited to MTSA’s. The City of Mississauga is in the process of conducting a general update to the rest of its official plan, including chapters that contain city-wide general policies. The Region will forward the comments from CN Rail and its representatives to Mississauga staff overseeing the general update to the City’s Official Plan.
MOPAs 143-144	December 2, 2022	Stephen Armstrong, Vimal Lad On behalf of Trolleybus Urban Development Inc.	108-202 Dundas St. W., Mississauga	Letter to Regional staff dated December 2, 2022: <ul style="list-style-type: none"> Request for an additional 2 storeys of height from the City’s proposed maximum height of 12 storeys to 14 storeys. The planning rationale for additional eight is based on an urban design compatibility analysis that looks at considerations such as angular plane and built form relationship to low-rise residential uses in the surrounding area. 	Refer to (#2) Response to Concerns re: Maximum Height Restrictions
MOPAs 142, 143, 144	December 30, 2022	Peter Gross, Gowlings WLG (Canada) LLP On behalf of A. Frank Merulla and 590816 Ontario Inc	2935 and 2955 Mississauga Rd, Mississauga	Letter to Regional Staff dated December 30 th , 2022: <ul style="list-style-type: none"> Request to modify OPA 142 to restore the Intensification Corridor designation on the subject lands. Rejection of removal of policy 9.2.8 [9.2.1.8] regarding focusing the location of tall buildings near MTSA’s. Request to include 2935 and 2955 Mississauga Road in the UTM BRT MTSA Boundary. Applications were filed on these lands. The applications conform to Growth Plan policies promoting transit-supportive development. 	Refer to (#5) Response to Request to maintain the Intensification Corridor Overlay on the subject site Refer to (#3) Response to Objection to Removal of Policy 9.2.1.8 Refer to (#4) Response to Request to be included in the UTM BRT MTSA Boundary
MOPAs 143, 144	January 17, 2023	Robert Jefferson, McCarthy Tétrault LLP	Not indicated	Email to Regional Staff: <ul style="list-style-type: none"> Request for notice of public meetings and Notice of Decision. 	Notice of decision will be forwarded as requested
MOPAs 142, 143, 144, 146	February 5, 2023	Rodney Gill, Goodmans LLP Related to the Properties Owned by	23, 25, 27, 29 and 31 Helene Street North, 53 Queen Street East, and 70 Park Street East	Letter dated February 5, 2023, Regarding the City of Mississauga Major Transit Station Area Official Plan Amendments 142, 143, 144, and 146: Regional Staff Review and Recommendations: <ul style="list-style-type: none"> The proposed approach of including height limits within certain Protected MTSA’s contravenes Ministerial modifications to the RPOP 	Refer to (#2) Response to Concerns re: Maximum Height Restrictions

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		MPCT DIF 70 Park Street East LP, by its general partner MPCT DIF70 Park Street East GP Inc.,		<ul style="list-style-type: none"> The Region must ensure conformity with all aspects of applicable policy, not just minimum densities, including policies around optimization of all intensification opportunities. Maximum building heights included in the MTSAs do not optimize the public investment in higher-order transit, nor do they maximize development within MTSAs as strategic growth areas The version of the RPOP that Council used to evaluate the City OPAs at the time of adoption has now been superseded with an approved version containing Minister’s modifications; The Province has released new housing targets which call for the City to accommodate 120,000 new homes by 2031 	
MOPAs 142, 143, 144, 146	February 6, 2023	Max Laskin, Goodmans LLP, on behalf of the Dundas Landowners’ Association	Dundas Street East in the City of Mississauga (the “Dundas Corridor”).	<p>Letter dated February 6, 2023, Regarding the City of Mississauga Major Transit Station Area Official Plan Amendments 142, 143, 144, and 146: Regional Staff Review and Recommendations:</p> <ul style="list-style-type: none"> The proposed approach of including height limits within certain Protected MTSAs contravenes Ministerial modifications to the RPOP The Region must ensure conformity with all aspects of applicable policy, not just minimum densities, including policies around optimization of all intensification opportunities. Maximum building heights included in the MTSAs do not optimize the public investment in higher-order transit, nor do they maximize development within MTSAs as strategic growth areas The version of the RPOP that Council used to evaluate the City OPAs at the time of adoption has now been superseded with an approved version containing Minister’s modifications; The Province has released new housing targets which call for the City to accommodate 120,000 new homes by 2031 	Refer to (#2) Response to Concerns re: Maximum Height Restrictions
MOPAs 142, 143, 144, 146	February 6, 2023	Calvin Lantz, Stikeman Elliott, on behalf of the BET Realty Limited and 3420 Hurontario Street Incorporated	3420 & 3442 Hurontario Street, Mississauga	<p>Letter dated February 6, 2023, Regarding the City of Mississauga Major Transit Station Area Official Plan Amendments 142, 143 and 144:</p> <ul style="list-style-type: none"> If the Region wishes to move forward with approving the Protected MTSA OPAs, request that Regional Council direct staff to revise the Protected MTSA OPAs to exclude the Property from the Protected MTSA OPAs, particularly as the 25-storey height limit imposed by these instruments conflict with the permitted heights of up to 33 storeys, which City Council accepted on February 1, 2023, in the context of a settlement with the clients to resolve the appeals of their Official Plan and Zoning Bylaw Amendment applications before the Ontario Land Tribunal. 	Refer to (#9) Response to Development Applications subject to an OLT appeal

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MOPAs 142, 143, 144, 146	February 6, 2023	Rodney Gill, Goodmans LLP, on behalf of CRW 1 LP and CRW 2 LP	2077-2105 Royal Windsor Drive, Mississauga	<p>Letter dated February 6, 2023, Regarding the City of Mississauga Major Transit Station Area Official Plan Amendments 142, 143, 144, and 146: Regional Staff Review and Recommendations:</p> <ul style="list-style-type: none"> • The proposed approach of including height limits within certain Protected MTSAs contravenes Ministerial modifications to the RPOP • The Region must ensure conformity with all aspects of applicable policy, not just minimum densities, including policies around optimization of all intensification opportunities. • Maximum building heights included in the MTSAs do not optimize the public investment in higher-order transit, nor do they maximize development within MTSAs as strategic growth areas • The version of the RPOP that Council used to evaluate the City OPAs at the time of adoption has now been superseded with an approved version containing Minister’s modifications; • The Province has released new housing targets which call for the City to accommodate 120,000 new homes by 2031 	<i>Refer to (#2) Response to Concerns re: Maximum Height Restrictions</i>
MOPAs 142, 143, 144, 146	February 6, 2023	David Bronskill, Goodmans LLP	1535 Dundas Street East, Mississauga	<p>Letter dated February 6, 2023, Regarding the City of Mississauga Major Transit Station Area Official Plan Amendments 142, 143, 144, and 146: Regional Staff Review and Recommendations:</p> <ul style="list-style-type: none"> • The proposed approach of including height limits within certain Protected MTSAs contravenes Ministerial modifications to the RPOP • The Region must ensure conformity with all aspects of applicable policy, not just minimum densities, including policies around optimization of all intensification opportunities. • Maximum building heights included in the MTSAs do not optimize the public investment in higher-order transit, nor do they maximize development within MTSAs as strategic growth areas • The version of the RPOP that Council used to evaluate the City OPAs at the time of adoption has now been superseded with an approved version containing Minister’s modifications; • The Province has released new housing targets which call for the City to accommodate 120,000 new homes by 2031 	<i>Refer to (#2) Response to Concerns re: Maximum Height Restrictions</i>
MOPAs 142, 143, 144, 146	February 6, 2023	Jason Park, Kagan Shastri DeMelo Winer Park LLP, on behalf of Augend 189 Dundas West Village Properties Ltd.	189 Dundas Street West and 3061 Parkerhill Road, Mississauga	<p>Letter dated February 6, 2023, Regarding the City of Mississauga Major Transit Station Area Official Plan Amendments 142, 143, 144, and 146: Regional Staff Review and Recommendations:</p> <ul style="list-style-type: none"> • Consistency needs to be maintained between the Regional Official Plan and the Proposed OPAs and that the maximum height limits need to be removed. 	<i>Refer to (#2) Response to Concerns re: Maximum Height Restrictions</i>

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

Subject	Date of Correspondence	Contact	Address / Location / Existing Use	Comment Summary	Response Summary – April 2024 (Updates to previous responses shown in bold underlines)
MOPAs 143, 144	February 6, 2023	Sarah Clark, Associate, Glen Schnarr and Associates Inc., on behalf of Hurontario Centre Limited	5025, 5027, 5029, 5031, 5033 and 5035 Hurontario Street, Mississauga	<p>Letter dated February 6, 2023, Regarding City of Mississauga Major Transit Station Area Official Plan Amendments 143 and 144:</p> <ul style="list-style-type: none"> Concern with Official Plan Amendment 144 and the implementation of a maximum building height of 25 storeys Concerned that as presented, Official Plan Amendment 144 establishes maximum building heights for lands located in Protected MTSA's and that these maximum building heights are sheltered from appeal. Maximum heights have been identified without careful analysis and will limit the redevelopment potential of lands where transit-oriented, mixed-use development ought to occur. Mississauga should include policies that provide flexibility that better account for specific locational considerations that align with the aspirations of Protected MTSA's. 	<i>Refer to (#2) Response to Concerns re: Maximum Height Restrictions</i>
MOPAs 143, 144	February 6, 2023	Sarah Clark, Associate, Glen Schnarr and Associates Inc.	1425 Dundas Street East, Mississauga	<p>Letter dated February 6, 2023, Regarding City of Mississauga Major Transit Station Area Official Plan Amendments 143 and 144:</p> <ul style="list-style-type: none"> Supports the delineation of the Protected MTSA and the inclusion of the Subject Lands within the Protected MTSA, however, a concerned with the Region's direction to allow local area municipalities the authority to provide maximum heights in Protected MTSA's. Concerned that maximum building heights for lands located in Protected MTSA's are sheltered from appeal. These maximum heights will likely result in limiting the redevelopment potential of lands where transit-oriented, mixed-use development ought to occur. Mississauga should include policies that provide flexibility that better account for specific locational considerations that align with the aspirations of Protected MTSA's. 	<i>Refer to (#2) Response to Concerns re: Maximum Height Restrictions</i>
MOPAs 143, 144	February 6, 2023	Glen Broll, Managing Partner, Glen Schnarr and Associates Inc., on behalf of Lakeview Community Partners Inc.	1082 Lakeshore Road East and 800 & 985 Hydro Road	<p>Letter dated February 6, 2023, Regarding City of Mississauga Major Transit Station Area Official Plan Amendments 143 and 144:</p> <ul style="list-style-type: none"> Concern with Official Plan Amendment 144 and the implementation of a maximum building heights. Concerned Official Plan Amendment 144 establishes maximum building heights for lands located in Protected MTSA's and that these maximum building heights are sheltered from appeal. Limiting building heights will not optimize intensification opportunities and compact built form within Strategic Growth Areas. Mississauga should include policies that provide flexibility that better account for specific locational considerations that align with the aspirations of Protected MTSA's. 	<i>Refer to (#2) Response to Concerns re: Maximum Height Restrictions</i>

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

Subject	Date of Correspondence	Contact	Address / Location / Existing Use	Comment Summary	Response Summary – April 2024 (Updates to previous responses shown in bold underlines)
MOPAs 142, 143, 144, 146	February 6, 2023	Glen Broll, Managing Partner, and Stephanie Matveeva, Associate, Glen Schnarr and Associates Inc., on behalf of Equity Three Holdings Inc.	3085 Hurontario Street, City of Mississauga	<p>Letter dated February 6, 2023, Regarding City of Mississauga Major Transit Station Area Official Plan Amendments 142, 143, 144 and 146:</p> <ul style="list-style-type: none"> Implementation of maximum heights in the Mississauga OPAs do not reflect what can be achieved in these areas where compact, mixed-use, transit-supportive development is to be directed and does not conform with provincial policy and the RPOP, including the specific policy direction provided by the Minister Maximum heights in Official Plan Amendment 144 have been identified without careful analysis of each area in question, do not reflect the most recent Provincial housing targets, and will limit the redevelopment potential of lands where transit-oriented, mixed-use development ought to occur. Request Regional Council to modify the OPAs to remove the establishment of maximum permitted building heights in Protected MTSA including the Dundas MTSA or refuse to approve the Mississauga OPAs at this time and remit them to the City with direction to reconsider the maximum height policies as they apply to Protected MTSA including the Dundas MTSA. 	<i>Refer to (#2) Response to Concerns re: Maximum Height Restrictions</i>
MOPAs 142 & 144	February 6, 2023	Rob MacFarlane, Senior Associate, Zelinka Priamo Ltd.	3055 Vega Boulevard and 3045 Mavis Road	<p>Letter dated February 6, 2023, Regarding City of Mississauga Major Transit Station Area Official Plan Amendments 142 and 144:</p> <ul style="list-style-type: none"> request that the Region of Peel Council consider modifications to the policy language adopted as part of MOPAs 142 and 144 as they relate to minimum building height, and the new Mixed Use Limited land use designation, for the reasons outlined herein. Density and Height policies do not sufficiently protect for interim development considerations that reflect the context and broad range of existing developments and uses within Protected MTSA. the policy framework for Protected MTSA may have an inadvertent effect of limiting development potential in the near- to medium-term suggest that a new policy be added to Section 5.7.4, Heights, to permit interim development to occur on developed lands without requiring a minimum height to be achieved 	Minimum heights are required as part of the general policy framework to achieve the MTSA density targets in the long term. Following the adoption of the MTSA OPAs the City will be required to adopt implementing Zoning By-laws which will address the minimum height requirements for uses in Employment and Mixed Use Limited areas.
MOPAs 142, 143, 144, 146	February 6, 2023	Glen Broll, Managing Partner, Glen Schnarr and Associates Inc., on behalf of 33HC TAS LP; 33HC Corp.; 3168HSLP and 3168HS Corp.	25 Hillcrest Avenue and 3154 Hurontario Street, Mississauga	<p>Letter dated February 6, 2023, Regarding City of Mississauga Major Transit Station Area Official Plan Amendments 142, 143, 144 and 146:</p> <ul style="list-style-type: none"> Concerned that as presented, Official Plan Amendment 144 establishes maximum building heights for lands located in Protected MTSA and that these maximum building heights are sheltered from appeal. OPA 144 establishes the Subject Lands as having a maximum building of 30 storeys. Maximum heights will become a barrier to accommodating development in appropriate locations, in proximity to higher order transit where higher density, transit-supportive development ought 	<i>Refer to (#2) Response to Concerns re: Maximum Height Restrictions</i>

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

Subject	Date of Correspondence	Contact	Address / Location / Existing Use	Comment Summary	Response Summary – April 2024 (Updates to previous responses shown in bold underlines)
				<p>to be</p> <ul style="list-style-type: none"> Mississauga should include policies that provide flexibility that better account for specific locational considerations that align with the aspirations of Primary MTSA's. 	
MOPAs 142, 143, 144, 146	February 6, 2023	Jim Levac, Partner, Glen Schnarr and Associates Inc., on behalf of Whitehorn Investments Limited, Stephen-Mitchell Realty Limited, Tobdele Investments Limited, Richco Investments Limited and Lynrob Investments Limited	1225 Dundas Street East, City of Mississauga	<p>Letter dated February 6, 2023, Regarding City of Mississauga Major Transit Station Area Official Plan Amendments 142, 143, 144 and 146:</p> <ul style="list-style-type: none"> Concerned that as presented, Official Plan Amendment 144 establishes maximum building heights for lands located in Protected MTSA's and that these maximum building heights are sheltered from appeal. OPA 144 establishes the Subject Lands as having a maximum building of 9 storeys. Furthermore, OPA 142 states that "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...". establishing maximum building heights is contrary to the provincial government's efforts to address the existing residential housing crisis and is contrary to existing provincial policies that emphasize "optimizing" densities in close proximity to Protected MTSA's. Mississauga should include policies that provide flexibility that better account for specific locational considerations that align with the aspirations of Primary MTSA's 	Refer to (#2) Response to Concerns re: Maximum Height Restrictions
MOPAs 142, 144	February 6, 2023	John Lohmus, Director, Plan Logic Consulting Inc., on behalf of the Mississauga Muslim Community Centre	2505 Dixie Road, Mississauga	<p>Letter dated February 6, 2023, Regarding City of Mississauga Major Transit Station Area Official Plan Amendments 142 and 144 Related to Properties Located at 2505 Dixie Road, City of Mississauga (Receipt recommended) (Related to 7.4 and 13.1):</p> <ul style="list-style-type: none"> Request Region of Peel Council to direct the Regional Planning staff to modify City of Mississauga Official Plan Amendment 144 as follows: revise Schedule 11g to apply a maximum building height of 50 storeys to the 2505 Dixie Road site and the adjoining Metrolinx property; and to remove the portion of this Official Plan Amendment 144 that would delete the existing policy in Section 9.2.1.8 of the City of Mississauga existing Official Plan Request Region of Peel Council to direct the Regional Planning staff to modify City of Mississauga Official Plan Amendment 142 by deleting the proposed policy for Section 5.4.17 and deleting the word "protected" in Section 14.3.4.1. 	<p>Refer to (#2) Response to Concerns re: Maximum Height Restrictions</p> <p>Refer to (#3) Response to Concerns re: Removal of Policy 9.2.1.8</p>

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

Subject	Date of Correspondence	Contact	Address / Location / Existing Use	Comment Summary	Response Summary – April 2024 (Updates to previous responses shown in bold underlines)
MOPA 144	February 7, 2023	Josh Neubauer, Partner, Urban Strategies Inc., on behalf of the 1407 Lakeshore Developments Inc.	1041 and 1407 Lakeshore Road East, Mississauga	<p>Letter dated February 7, 2023, Regarding City of Mississauga Major Transit Station Area Official Plan Amendment 144:</p> <ul style="list-style-type: none"> The planning applications for 1041 and 1407 Lakeshore Rd E are protected by the Clergy principle of evaluating planning applications against the planning policy framework that was in force at the time of submission. Consider that the policies of OPA 144 – including maximum height provisions and land uses – would not apply to client’s properties. Submit it is appropriate to defer the decision of OPA 144 on a site-specific basis for the two sites. 	<p>(#10) Response to Development Applications in the Pipeline</p> <ul style="list-style-type: none"> City staff have advised that any development application submitted and deemed complete prior to Regional adoption of the MTSA OPAs will be assessed based on applicable policies in effect at the time. Consideration will generally be made to the policies of the MTSA OPAs prior to full approval by the Region of Peel.
MOPAs 142, 143, 144, 146	February 7, 2023	David Charezenko, Bousfields Inc., on behalf of White Elm Investments Ltd.	1450-1458 Dundas Street East, City of Mississauga	<p>Letter dated February 7, 2023, Regarding City of Mississauga Major Transit Station Area Official Plan Amendments 142, 143 and 144</p> <ul style="list-style-type: none"> Maintaining the non-residential planned function of these lands does not fit with Provincial and Regional policy direction for MTSAs. The proposed approach of including maximum building heights within certain Protected MTSAs contravenes Ministerial modifications to the RPOP The proposed maximum building heights of the City OPAs does not take into account what may be achievable on a site-specific basis and will limit the redevelopment of lands where intensification is specifically directed to occur. Urges Regional Council to refuse to approve the City OPAs and remit them to the City, with direction to reconsider the Mixed Use Limited designation, replacement of non-residential uses and the removal the direction for maximum building heights in light of the Minister’s modification to the RPOP. 	<p>Refer to (#2) Response to Concerns re: Maximum Height Restrictions</p> <p>Refer to (#7) Response to Concerns re: use of Mixed Use Limited designation</p> <p>Refer to (#8) Response to Concerns re: identification of Dundas-Dixie as Community Node vs Major Node</p>
MOPAs 142, 143, 144, 146	February 7, 2023	Matthew Helfand, Aird and Berlis LLP, on behalf of Almega Management Inc.	60 Dundas Street East, 65-71 Agnus Street, Mississauga	<p>Letter dated February 7, 2023, Regarding City of Mississauga Major Transit Station Area Official Plan Amendments 142, 143, 144 and 146:</p> <ul style="list-style-type: none"> The Minister Modified ROPA [New Region of Peel Official Plan] to remove height maximums in OPA144 including a modification to ROPA policy 5.6.19.10 (e) to remove the discretion of a local municipality to prescribe maximum building heights within an MTSA. This recommendation should not be adopted by Regional Council, because OPA 144, currently drafted, does not conform with ROPA. The Minister modified ROPA policy 5.6.19.10 (e) to remove municipal discretion to prescribe maximum heights within an MTSA. Council must exercise its discretion to have appropriate regard to the Minister’s decision, and its impact on how to interpret ROPA, when considering whether OPA 144 conforms with ROPA. 	<p>Refer to (#2) Response to Concerns re: Maximum Height Restrictions</p> <p>Refer to (#9) Response to Development Applications subject to an OLT appeal.</p>

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

Subject	Date of Correspondence	Contact	Address / Location / Existing Use	Comment Summary	Response Summary – April 2024 (Updates to previous responses shown in bold underlines)
MOPAs 142, 143, 144, 146	February 7, 2023	Peter Gross, Lawyer, Gowling WLG (Canada), on behalf of the Ahmed Group	1000 and 1024 Dundas Street East, Mississauga	<p>Letter dated February 7, 2023, Regarding City of Mississauga Major Transit Station Area Official Plan Amendments 142, 143, 144 and 146:</p> <ul style="list-style-type: none"> Should the City not revise its over-arching employment areas mapping to remove the Subject Lands from the Dixie Employment Area, the Region should modify Map C-7 of OPA 144 by designating the Subject Lands as Mixed Use Limited. The maximum height of nine storeys imposed on the Subject Lands and associated policies of the City OPAs are far too restrictive and fail to recognize the existing context as required by the Mississauga Official Plan. Finally, our client objects to removal of policy 9.2.8 [9.2.1.8] from the MOP which provides that the preferred location of tall buildings is in proximity to planned or existing MTSAs. 	<p>Refer to (#1) Response to Concerns re: Local Employment Character Area designation</p> <p>Refer to (#2) Response to Concerns re: Maximum Height Restrictions</p> <p>Refer to (#3) Response to Concerns re: Removal of Policy 9.2.1.8</p> <p>Refer to (#9) Response to Development Applications subject to an OLT appeal</p>
MOPAs 143, 144	February 7, 2023	Philip Stewart, Pound and Stewart Associates Limited, on behalf of Orlando Corporation	Properties along Hurontario Corridor, Mississauga	<p>Letter dated February 7, 2023, Regarding City of Mississauga Major Transit Station Area Official Plan Amendments 143 and 144</p> <p>The OPAs fail to acknowledge and incorporate recent November 15, 2021 OLT (Case No. PL200251) settlement achieved with the City regarding implementation of 'Gateway Corporate Centre Character Area' policies.</p> <p>To make OPA 143 clearer consider following recommendations:</p> <ul style="list-style-type: none"> 5.7 "There will be station areas that may not be able to achieve the requirements of transit-supportive development in the short term <u>over the horizon of this plan</u> but are planned for future transit-supportive densities, uses, and active transportation connections." "...Table 5-2: Protected Major Transit Station Areas, and in the schedules of this Plan, will <u>ultimately</u> achieve the Major Transit Station Areas minimum density targets in the RPOP. "5.7.6.2 Development will: <ul style="list-style-type: none"> a) minimize surface parking <u>where circumstances permit</u>; b) ensure that <u>where proposed structured parking is proposed abuts a public street</u>, other uses such as residential and non-residential are incorporated, along the periphery of the structure at ground level; and" "5.7.7.1 The existing transportation network will be strengthened and expanded <u>where appropriate</u> with new roads and streets, pedestrian and mid-block connections, and multi-modal <u>providing</u> access to higher order transit stations and stops." "5.7.7.2 Development will contribute to an interconnected street pattern that is multi-modal, <u>which encourages</u> walking, cycling and the use of transit." "5.7.7.3 Pedestrian and cycling routes will be prioritized and located to ensure <u>accommodate</u> safe, seamless, unobstructed and efficient access." 	<p>The City has stated that decisions arising from OLT appeals will be reflected in the new Mississauga Official Plan. These changes are not required as Policies 5.7.1.1 and 5.7.2 and note that authorized uses of land and the associated land use permissions are as per Part 3 land Use designations of the plan and applicable Local Area Plans, City Structure and Character Areas Policies.</p> <p>Any changes arising from this specific OLT appeal are being incorporated in the new Mississauga Official Plan.</p>

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				<ul style="list-style-type: none"> 15.3.1.2 "b. encourage a high standard of public and private realm streetscape design that is coordinated and comprehensive, particularly at Major Transit Station Areas, which includes 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;" 15.3.1.2 r 'create a sense of prominence at the intersections along of Hurontario Street (per Schedule 11h), integrating features such as: at; more distinctive buildings located close to the street, unique landscape and streetscape treatment, transit amenities, elevated and distinguishing rooflines;' 	
MOPAs 142, 143, 144, 146	February 8, 2023	Mark Flowers, Professional Corporation, Davies Howe LLP, on behalf of Edenshaw SSR Developments Limited, Edenshaw Queen Developments Ltd, Edenshaw Elizabeth Developments Ltd	Various lands in Mississauga	<p>Letter dated February 8, 2023, Regarding City of Mississauga Major Transit Station Area Official Plan Amendments 142, 143, 144 and 146:</p> <ul style="list-style-type: none"> Permitting local municipalities to include maximum building heights in Protected MTSA's contravenes explicit direction provided by the Minister in his modifications of the RPOP that local municipalities ought not to be given this discretion. The inclusion of maximum building heights in the City OPAs do not conform with Provincial or Regional policy. This proposed discretionary power combined with the potential lack of appeal rights associated with Protected MTSA policies could significantly encumber appropriate development near transit. 	Refer to (#2) Response to Concerns re: Maximum Height Restrictions
MOPAs 142, 143, 144, 146	February 9, 2023	Steve Clark, Minister of Municipal Affairs and Housing	N/A	<p>Letter dated February 9, 2023, Providing Clarification on the Maximum Height Limit within Certain Major Transit Station Areas Regarding City of Mississauga Major Transit Station Area Official Plan Amendments 142, 143, 144 and 146:</p> <ul style="list-style-type: none"> Section 5.6.19.10 of the RPOP, as modified, removes the discretion of lower-tier municipalities to set maximum heights within MTSA's. The intent of this modification is to ensure that transit supportive outcomes are achieved, and that adequate housing supply is brought forward faster. While the new RPOP is clear, Ministry staff understand that Mississauga OPAs 142, 143, 144 and 146, contain provisions that purport to set a maximum height limit within certain MTSA's. As a result, any endorsement by Regional Council of these provisions is contrary to the modifications made to Section 5.6.19.10 of the legally in-effect Regional Official Plan. 	On December 6, 2023, Bill 150, the Planning Statute Law Amendment Act, 2023, reversed 35 of 44 modifications made by the Minister during approval including five MTSA-related modifications. Of note, Bill 150 removed the modification to Section 5.6.19.10, thereby reinstating that maximum heights may be established in MTSA's at the discretion of the local municipality. This change aligns with the permissions under the Planning Act.
MOPAs 142, 143, 144	February 9, 2023	Peter Gross, Lawyer,	2935 and 2955 Mississauga Rd.,	Delegation at the February 9, 2023 Regional Council Meeting: Peter Gross, Lawyer, Gowling WLG (Canada), on behalf of A. Frank Merulla	At the request of the Regional Chair, the Commissioner of Public Works provided an overview of the role of Regional Council regarding item 13.1 listed on the February 9, 2023 Regional Council agenda. The Commissioner stated that

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		Gowling WLG (Canada), on behalf of A. Frank Merulla and 590816 Ontario Inc.	Mississauga	<p>and 590816 Ontario Inc., provided an overview of lands owned by his client and expressed concerns regarding City of Mississauga Official Plan Amendments 142, 143, 144:</p> <ul style="list-style-type: none"> • Objects to the removal of their lands from the intensification corridor. Requests reinstatement of intensification corridor. • Objects to the deletion of Policy 9.2.8 [9.2.1.8] provides location of tall buildings be located within/adjacent to MTSAs. • Objects to UTM MTSA boundary as their lands are not included within the MTSA though they are within 800 metres of the MTSA. <p>Members of Regional Council discussed and asked questions regarding the location of a portion of the subject lands in a flood plain with a G zoning; the availability of an appeal process; and which jurisdiction, local or regional, has authority to approve the City of Mississauga Official Plan Amendments.</p>	<p>recent changes to the <i>Planning Act</i> requires the Region of Peel to be the approval authority for local municipal Official Plan Amendments that include policies related to land uses and minimum densities in the Protected MTSAs, to ensure conformity with the RPOP and consistency with the Provincial Policy and Plans. She stated that following a detailed technical review, staff are satisfied that the Mississauga Official Plan Amendments, with minor modifications as outlined in the subject report, conform to the RPOP and meet the minimum densities for the protected MTSAs. She noted that requests to modify the Mississauga Official Plan Amendments regarding limits on maximum heights and changes to land uses designations are local municipal planning decisions.</p> <p>Refer to (#5) Response to Request to maintain the Intensification Corridor Overlay on the subject site</p> <p>Refer to (#3) Response to Objection to Removal of Policy 9.2.1.8</p> <p>Refer to (#4) Response to Request to be included in the UTM BRT MTSA Boundary</p>
MTSA OPAs	February 9, 2023	Peter Gross, Lawyer, Gowling WLG (Canada), on behalf of the Ahmed Group	1000 and 1024 Dundas Street East, Mississauga	<p>Delegation at the February 9, 2023 Regional Council Meeting:</p> <p>Peter Gross, Lawyer, Gowling WLG (Canada), on behalf of the Ahmed Group, provided an overview of lands owned by his client and expressed concerns regarding the City of Mississauga Official Plan Amendments:</p> <ul style="list-style-type: none"> • Stated that their application was complete prior to the Region’s official plan approval, and the MTSAs need to be looked at in relation to the approved Regional Official Plan. • The delegate noted direction from the Minister of Municipal Affairs and Housing to remove maximum height limits within MTSAs; the provincial mandate for 120,000 new homes in Mississauga; and the role of the Region of Peel to compare and test conformity to the RPOP. 	<p>In response to comments regarding conformity to the RPOP and timelines, Tara Buonpensiero, Acting Chief Planner and Director of Planning and Development Services, advised that the RPOP was adopted in April, 2022, approved by the Province of Ontario in November, 2022 and that the City of Mississauga Official Plan amendments were approved in August, 2022 after adoption of the RPOP. The staff report listed as item 13.1 on the February 9, 2023 Council agenda states that there is conformity with the City’s amendments and the RPOP.</p> <p>Refer to (#2) Response to Concerns re: Maximum Height Restrictions</p> <p>Refer to (#9) Response to Development Applications subject to an OLT appeal</p>
MOPAs 142, 144	February 9, 2023	John Lohmus, Director, Plan Logic Consulting Inc.	2505 Dixie Road, Mississauga	<p>Delegation at the February 9, 2023 Regional Council Meeting:</p> <p>John Lohmus, Director, Plan Logic Consulting Inc., on behalf of the Mississauga Muslim Community Association, provided an overview of lands owned by his client and expressed concerns regarding City of Mississauga Official Plan Amendments (OPAs) 142 and 144.</p> <p>Requested that Regional Council Direct Peel Staff:</p> <ul style="list-style-type: none"> • To modify OPA 144 to maintain the existing tall building regulation (policy 9.2.1.8) in the City’s Official Plan. • To change mapping to permit taller transit supportive buildings at 2505 Dixie Road and the Metrolinx parking lot, for a maximum of 50 storeys. • Direct Peel staff to delete 5.4.17 of Mississauga Official Plan which describes maximum heights, as it is not consistent with the Region’s Official Plan where the Minister’s made a modification to Policy 5.6.19.10 to remove the discretion of lower-tiers to establish 	<p>Members of Regional Council discussed and asked questions regarding intensification currently approved within the Dundas corridor; the potential inability to provide infrastructure to handle the proposed number of units; and which jurisdiction, local or regional, has authority to make the changes requested by the delegate.</p> <p>In response to a question regarding the province’s revisions to the RPOP, the Regional Solicitor advised it is staff’s opinion that the provisions deleted from the RPOP do not have the effect of prohibiting maximum heights from being established. The result of the change is that the RPOP is silent on the issue. The Planning Act contemplates the ability to implement maximum height restrictions in MTSAs and indicates that such policies are non-appealable. The legislation therefore contemplates that maximum height restrictions could exist.</p> <p>Refer to (#2) Response to Concerns re: Maximum Height Restrictions</p> <p>Refer to (#3) Response to Concerns re: Removal of Policy 9.2.1.8</p>

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				<p>maximum heights in MTSAs.</p> <ul style="list-style-type: none"> Mississauga Policy 14.3.4.1 should be modified to delete the reference to “Protected” to reflect Minister’s decision. 	
MOPAs 142, 143, 144, 146	February 9, 2023	Stephen Sparling, President, Dundas Landowners’ Association	Dundas corridor	<p>Delegation at the February 9, 2023 Regional Council Meeting:</p> <p>Stephen Sparling, President, Dundas Landowners’ Association, expressed concerns regarding the City of Mississauga Official Plan Amendments (OPAs) regarding height restrictions and density issues and stated that the Dundas Landowners’ Association believes the Dundas corridor is the appropriate place for the proposed development. The delegate noted the OPAs’ conflict with comments and direction from the Minister of Municipal Affairs and Housing in November 2022. He requested that the OPAs be referred back to the City of Mississauga for further review since the Official Plan was approved.</p>	Councillor Butt made a motion that the matter be deferred for two weeks to provide the City of Mississauga Planning and Development Committee an opportunity to review and discuss information related to Bill 23 and the directive from the Minister of Municipal Affairs and Housing regarding amendments to the RPOP.
MOPAs 143, 144	February 9, 2023	Glen Broll, Managing Partner, Glen Schnarr and Associates Inc., on behalf of Lakeview Community Partners Inc.		<p>Delegation at the February 9, 2023 Regional Council Meeting:</p> <p>Glen Broll, Managing Partner, Glen Schnarr and Associates Inc., on behalf of Lakeview Community Partners Inc., provided an overview of lands owned by his client and expressed concern that specific maximum height limitations and densities established within the protected MTSA policies are not appealable (except by the province) as indicated in section 9 of the staff report listed as item 13.1 on the Regional Council agenda. Any requests for appeal must first be approved by resolution of City Council and there is no process to appeal a resolution. The delegate stated that his client does not require unlimited height, however, is requesting the right to apply for height amendments and that language be added to the Official Plan to provide an appeal process.</p>	Refer to (#2) Response to Concerns re: Maximum Height Restrictions
MOPAs 142, 143, 144, 146	February 9, 2023	Jim Levac, Partner, Glen Schnarr and Associates Inc., on behalf of the Owners of 3420 and 3442 Hurontario Street, City of Mississauga	3420 and 3442 Hurontario Street, City of Mississauga	<p>Delegation at the February 9, 2023 Regional Council Meeting:</p> <p>Jim Levac, Partner, Glen Schnarr and Associates Inc., on behalf of the Owners of 3420 and 3442 Hurontario Street, City of Mississauga, provided an overview of lands owned by his client and stated that an application filed on the lands to permit two towers up to maximum height of 36 stories was approved by mediation with an agreement for a maximum height of 33 stories. Mississauga City Council adopted a resolution to approve that settlement. The staff report listed as item 13.1 on the Council agenda was finalized prior to that settlement. The delegate requested that the subject report be amended to acknowledge the settlement before the final OPA 143, 144 and 146 documents are approved.</p>	<p>Councillor Damerla advised that this is a housekeeping amendment that would be addressed by the City of Mississauga through a planning process which includes the requirement for a community meeting.</p> <p>Refer to (#2) Response to Concerns re: Maximum Height Restrictions Refer to (#9) Response to Development Applications subject to an OLT appeal</p>

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

Subject	Date of Correspondence	Contact	Address / Location / Existing Use	Comment Summary	Response Summary – April 2024 (Updates to previous responses shown in bold underlines)
MOPAs 142, 143, 144, 146	February 9, 2023	Matthew Helfand, Counsel, Aird and Berlis LLP	60 Dundas Street East, 65-71 Agnus Street, Mississauga	<p>Delegation at the February 9, 2023 Regional Council Meeting:</p> <p>Matthew Helfand, Counsel, Aird and Berlis LLP, on behalf of Almega Asset Management Inc., provided an overview of lands owned by his client. The delegate stated his interpretation of the provincial Minister’s modification to the RPOP, Sections 5.6, .9, and .10 e., to mean that local municipalities do not have the authority to prescribe maximum building heights within MTSAs. He stated his opinion that the <i>Planning Act</i> requires that Regional Council determine if the City of Mississauga Official Plan Amendments conform with the RPOP. The delegate advised that his client is not advocating for no height limitations, however they request that the prescribed maximum height limitations be removed as was intended by the Minister of Municipal Affairs and Housing, or that the matter be referred back to the City of Mississauga for review in light of the Minister’s modification.</p>	<p><i>Refer to (#2) Response to Concerns re: Maximum Height Restrictions</i> <i>Refer to (#9) Response to Development Applications subject to an OLT appeal.</i></p>
MOPAs 142, 143, 144, 146	February 9, 2023	Tom Halinski, Aird and Berlis LLP, on behalf of 65 Agnes LP	65-71 Agnes Street, Mississauga	<p>Letter dated February 9, 2023, Regarding City of Mississauga Major Transit Station Area Official Plan Amendments 142, 143, 144 and 146:</p> <ul style="list-style-type: none"> • The Minister modified RPOP policy 5.6.19.10 (e) to remove municipal discretion to prescribe maximum heights within an MTSA. • The proposed maximum height of 25 storeys applicable to the Lands will not make efficient use of the numerous higher order transit services offered in proximity to the Lands, and will result in a significant loss to the overall housing that could be appropriately accommodated on the Lands. • Regional Council should modify OPA 144 to remove all policies and schedules which prescribe maximum building heights within an MTSA. 	<p><i>Refer to (#2) Response to Concerns re: Maximum Height Restrictions</i> <i>Refer to (#9) Response to Development Applications subject to an OLT appeal.</i></p>
MOPAs 142, 143, 144, 146	February 17, 2023	Rodney Gill, Goodmans LLP, on behalf of CRW 1 LP and CRW 2 LP	2077-2105 Royal Windsor Drive, Mississauga	<p>Email dated February 17, 2023, Regarding City of Mississauga Major Transit Station Area Official Plan Amendments 142, 143, 144, and 146: Regional Staff Review and Recommendations Related to the Properties Located at 2077-2105 Royal Windsor Drive:</p> <ul style="list-style-type: none"> • The proposed approach of including height limits within certain Protected MTSAs contravenes Ministerial modifications to the RPOP • The Region must ensure conformity with all aspects of applicable policy, not just minimum densities, including policies around optimization of all intensification opportunities. • Maximum building heights included in the MTSAs do not optimize the public investment in higher-order transit, nor do they maximize development within MTSAs as strategic growth areas • The version of the RPOP that Council used to evaluate the City OPAs at the time of adoption has now been superseded with an approved version containing Minister’s modifications; • The Province has released new housing targets which call for the 	<p><i>Refer to (#2) Response to Concerns re: Maximum Height Restrictions</i></p>

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

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MOPAs 142, 143, 144, 146	February 17, 2023	Rodney Gill, Goodmans LLP, on behalf of 70 Park Street East Inc.	23, 25, 27, 29 and 31 Helene Street North, 53 Queen Street East, and 70 Park Street East	<p>City to accommodate 120,000 new homes by 2031</p> <p>Email dated February 17, 2023, Regarding City of Mississauga Major Transit Station Area Official Plan Amendments 142, 143, 144, and 146: Regional Staff Review and Recommendations:</p> <ul style="list-style-type: none"> • The proposed approach of including height limits within certain Protected MTSAs contravenes Ministerial modifications to the RPOP • The Region must ensure conformity with all aspects of applicable policy, not just minimum densities, including policies around optimization of all intensification opportunities. • Maximum building heights included in the MTSAs do not optimize the public investment in higher-order transit, nor do they maximize development within MTSAs as strategic growth areas • The version of the RPOP that Council used to evaluate the City OPAs at the time of adoption has now been superseded with an approved version containing Minister’s modifications; • The Province has released new housing targets which call for the City to accommodate 120,000 new homes by 2031 	Refer to (#2) Response to Concerns re: Maximum Height Restrictions
MOPAs 142, 143, 144, 146	February 18, 2023	David Bronskill, Goodmans LLP	1535 Dundas Street East, Mississauga	<p>Email dated February 18, 2023, Regarding City of Mississauga Major Transit Station Area Official Plan Amendments 142, 143, 144, and 146: Regional Staff Review and Recommendations Related to the Properties Located at 1535 Dundas Street East, 25 Hillcrest Avenue and 3154 Hurontario Street, City of Mississauga (Receipt recommended) (Related to 15.1):</p> <ul style="list-style-type: none"> • The proposed approach of including height limits within certain Protected MTSAs contravenes Ministerial modifications to the RPOP • The Region must ensure conformity with all aspects of applicable policy, not just minimum densities, including policies around optimization of all intensification opportunities. • Maximum building heights included in the MTSAs do not optimize the public investment in higher-order transit, nor do they maximize development within MTSAs as strategic growth areas • The version of the RPOP that Council used to evaluate the City OPAs at the time of adoption has now been superseded with an approved version containing Minister’s modifications; • The Province has released new housing targets which call for the City to accommodate 120,000 new homes by 2031 	Refer to (#2) Response to Concerns re: Maximum Height Restrictions

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

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MOPAs 142, 143, 144, 146	February 20, 2023	David Bronskill, Goodmans LLP	3470-3490 Omeath Court, Mississauga	<p>Letter dated February 20, 2023, Regarding City of Mississauga Major Transit Station Area Official Plan Amendments 142, 143, 144, and 146: Regional Staff Review and Recommendations:</p> <ul style="list-style-type: none"> The proposed approach of including height limits within certain Protected MTSAs contravenes Ministerial modifications to the RPOP and direction from recent Minister Letter. The Region must ensure conformity with all aspects of applicable policy, not just minimum densities, including policies around optimization of all intensification opportunities. Maximum building heights not appropriate, in the MTSAs and do not optimize the public investment in higher-order transit, nor maximize development within MTSAs as strategic growth areas The version of the RPOP that Council used to evaluate the City OPAs at the time of adoption has now been superseded with an approved version containing Minister’s modifications; The Province has released new housing targets which call for the City to accommodate 120,000 new homes by 2031 	Refer to (#2) Response to Concerns re: Maximum Height Restrictions
MOPAs 142, 143, 144, 146	February 20, 2023	Peter Gross, Lawyer, Gowling WLG (Canada), on behalf of the Ahmed Group	1000 and 1024 Dundas Street East, Mississauga	<p>Letter dated February 20, 2023, Providing Additional Information Regarding City of Mississauga Major Transit Station Area Official Plan Amendments 142, 143, 144, and 146:</p> <ul style="list-style-type: none"> The Minister’s Letter confirmed that the inclusion of maximum heights in the City OPAs would be contrary to the Minister approved RPOP. The City OPAs are further flawed because they continue to designate the Subject Lands as part of the Dixie Employment Area. This ignores the fact that the Subject Lands were designated as non-employment lands in the RPOP Objects to removal of policy 9.2.8 [9.2.1.8] from the MOP which provides that the preferred location of tall buildings is in proximity to planned or existing MTSAs 	<p>Refer to (#1) Response to Concerns re: Local Employment Character Area designation</p> <p>Refer to (#2) Response to Concerns re: Maximum Height Restrictions</p> <p>Refer to (#3) Response to Concerns re: Removal of Policy 9.2.1.8</p> <p>Refer to (#9) Response to Development Applications subject to an OLT appeal</p>
MOPAs 142, 143, 144,	February 20, 2023	Max Laskin, Goodmans LLP, on behalf of the Dundas Landowners’ Association	Dundas Street East in the City of Mississauga (the “Dundas Corridor”).	<p>Letter dated February 20, 2023, Providing Additional Information Regarding the City of Mississauga Major Transit Station Area Official Plan Amendments 142, 143 and 144 (Receipt recommended) (Related to 7.4 and 15.1):</p> <ul style="list-style-type: none"> The proposed approach of including height limits within certain Protected MTSAs contravenes Ministerial modifications to the RPOP. OPAs include inappropriately low maximum building heights and inappropriate land uses for the Dundas Corridor. The City OPAs also fail to conform with the RPOP with respect to land use designations, as the City OPAs limit land uses along the Dundas Corridor to non-residential uses, notwithstanding that the lands are outside a designated employment area under the RPOP. The Region must ensure conformity with all aspects of applicable 	<p>Refer to (#1) Response to Concerns re: Local Employment Character Area designation</p> <p>Refer to (#2) Response to Concerns re: Maximum Height Restrictions</p>

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

Subject	Date of Correspondence	Contact	Address / Location / Existing Use	Comment Summary	Response Summary – April 2024 (Updates to previous responses shown in bold underlines)
				<p>policy, not just minimum densities, including policies around optimization of all intensification opportunities.</p> <ul style="list-style-type: none"> Maximum building heights included in the MTSAs do not optimize the public investment in higher-order transit, nor do they maximize development within MTSAs as strategic growth areas. The version of the RPOP that Council used to evaluate the City OPAs at the time of adoption has now been superseded with an approved version containing Minister’s modifications. The Province has released new housing targets which call for the City to accommodate 120,000 new homes by 2031. 	
MOPAs 142, 143, 144, 146	February 21, 2023	Stephanie Matveeva, Associate, Glen Schnarr and Associates Inc., on behalf of Equity Three Holdings Inc.	3085 Hurontario Street, City of Mississauga	<p>Email dated February 21, 2023, Regarding City of Mississauga Major Transit Station Area Official Plan Amendments 142, 143, 144, and 146: Regional Staff Review and Recommendations:</p> <ul style="list-style-type: none"> Implementation of maximum heights in the Mississauga OPAs do not reflect what can be achieved in these areas where compact, mixed-use, transit-supportive development is to be directed and does not conform with provincial policy and the RPOP, including the specific policy direction provided by the Minister. Maximum heights in Official Plan Amendment 144 have been identified without careful analysis of each area in question, do not reflect the most recent Provincial housing targets, and will limit the redevelopment potential of lands where transit-oriented, mixed-use development ought to occur. Request Regional Council to modify the OPAs to remove the establishment of maximum permitted building heights in Protected MTSAs including the Dundas MTSA or refuse to approve the Mississauga OPAs at this time and remit them to the City with direction to reconsider the maximum height policies as they apply to Protected MTSAs including the Dundas MTSA. 	Refer to (#2) Response to Concerns re: Maximum Height Restrictions
MOPA 144	February 21, 2023	Leo Longo, Aird and Berlis LLP, on behalf of 1407 Lakeshore Developments Inc.	1041 and 1407 Lakeshore Road East, Mississauga	<p>Letter dated February 21, 2023, Regarding City of Mississauga Official Plan Amendment 144:</p> <ul style="list-style-type: none"> The planning applications for 1041 and 1407 Lakeshore Rd E are protected by the Clergy principle of evaluating planning applications against the planning policy framework that was in force at the time of submission. Consider that the policies of OPA 144 – including maximum height provisions and land uses – would not apply to client’s properties. Submit it is appropriate to defer the decision of OPA 144 on a site-specific basis for the two sites. 	Refer to (#10) Response to Development Applications in the Pipeline

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

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MOPAs 142, 143, 144, 146	February 23, 2023	Matthew Helfand Leo Longo, Partner, Aird and Berlis LLP, on behalf of 1407 Lakeshore Developments Inc.	1041 and 1407 Lakeshore Road East, Mississauga	<p>Delegation at the February 23, 2023 Regional Council Meeting: Regarding the City of Mississauga Major Transit Station Area Official Plan Amendments 142, 143, 144, and 146.</p> <p>Matthew Helfand, Counsel, Aird and Berlis LLP, advised that he would hold his comments until such time as the matter of the Official Plan Amendments is back before Council.</p>	N/A
MOPAs 142, 143, 144, 146	February 23, 2023	Peter Gross, Lawyer, Gowling WLG (Canada), on behalf of Ahmed Developments	1000 and 1024 Dundas Street East, Mississauga	<p>Delegation at the February 23, 2023 Regional Council Meeting: Providing Additional or New Information Regarding the City of Mississauga Major Transit Station Area Official Plan Amendments (Related to 15.1, 16.3 and 16.8).</p> <p>Peter Gross, Lawyer, Gowling WLG (Canada), on behalf of Ahmed Developments, stated his client’s concern regarding the disparate land use designations that are seeking to be applied to their lands in one of the Major Transit Service Area Official Plan Amendments.</p> <p>The delegate advised that he would hold further comments until such time as the matter of the Official Plan Amendments is back before Council.</p>	N/A
MOPAs 142, 143, 144, 146	February 23, 2023	John Lohmus, Director, Plan Logic Consulting Inc.		<p>Delegation at the February 23, 2023 Regional Council Meeting: Providing Additional or New Information Regarding the City of Mississauga Official Plan Amendments for Major Transit Station Areas (Related to 15.1 and 16.3)</p> <p>John Lohmus, Director, Plan Logic Consulting Inc., advised that he would hold his comments until such time as the matter of the Official Plan Amendments is back before Council.</p>	N/A
MOPAs 142, 143, 144, 146	February 23, 2023	Stephen Sparling, President, Dundas Landowners’ Association		<p>Delegation at the February 23, 2023 Regional Council Meeting: Providing Additional or New Information Regarding the City of Mississauga Major Transit Station Area Official Plan Amendments 142, 143, 144, and 146: Regional Staff Review and Recommendations (Related to 15.1 and 16.9)</p> <p>Stephen Sparling, President, Dundas Landowners’ Association, advised that he would hold his comments until such time as the matter of the Official Plan Amendments is back before Council.</p>	N/A

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MOPAs 142, 143, 144, 146	February 22, 2023	Peter Gross, Lawyer, Gowling WLG (Canada) on behalf of 732718 Ontario Inc	14 – 40 Dundas Street East, Mississauga	<p>Letter to Regional Council:</p> <ul style="list-style-type: none"> The maximum height of 18 storeys imposed on the Subject Lands and associated policies of the City OPAs are too restrictive. States the Minister deleted language in the RPOP that allowed lower-tier municipalities, in planning for their Protected MTSAs, to address maximum heights at their discretion. The only direction in the RPOP pertaining to heights for Protected MTSAs is that lower-tier municipalities are to establish minimum heights. Objects to removal of policy 9.2.8 [9.1.2.8] from the MOP which provides that the preferred location of tall buildings is in proximity to planned or existing MTSAs. The City OPAs designate the Subject Lands as part of <i>Special Site 1</i>, objects to this designation as it imposes unjustified restrictions on development. 	<p>Refer to (#2) Response to Concerns re: Maximum Height Restrictions</p> <p>Refer to (#3) Response to Concerns re: Removal of Policy 9.2.1.8</p>
Dundas Connects Land-use Compatibility Peer Review (AQ and Noise)	April 24, 2023	John Lohmus (Plan Logic Consulting Inc), Slavi Grozev (RWDI)	1000 and 1024 Dundas Street East, Mississauga	Submitted Dundas Connects Land-use Compatibility Peer Review (AQ and Noise) for information	<p>The related development application has been appealed to OLT and a hearing date has yet to be scheduled.</p> <p>In accordance with this policy, the City was to initiate a land use compatibility assessment which has been put on hold pending the outcome of OLT appeals to OPA 141 and the development application at 1000 and 1024 Dundas Street. Both of these appeals include the Ahmed Group and Mother Parker as parties.</p>
Clarification Regarding Modification 10 to the Region of Peel new Official Plan	May 12, 2023	Minister Steve Clark, Municipal Affairs and Housing	N/A	<p>Letter to Mayor Crombie:</p> <ul style="list-style-type: none"> Modification 10 to policy 5.6.19.10 e) removed the discretion of lower-tier municipalities to set maximum heights within MTSAs. the Ministry’s position remains that the City’s Official Plan amendments currently under review by Peel Region should be revised to remove the maximum building height restrictions that apply within delineated MTSAs/ Protected MTSAs. For clarity, the height provisions outlined within the City’s general Official Plan and Local Area Plans could remain, however the policies should explicitly outline that there are no restrictions on building heights within the MTSAs/ Protected MTSAs. 	<p>On December 6, 2023, Bill 150, the Planning Statute Law Amendment Act, 2023, reversed 35 of 44 modifications made by the Minister during approval including five MTSA-related modifications. Of note, Bill 150 removed the modification to Section 5.6.19.10, thereby reinstating that maximum heights may be established in MTSAs at the discretion of the local municipality. This change aligns with the permissions under the Planning Act.</p>

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MOPAs 143, 144	March 14, 2024	Philip Stewart, Pound and Stewart Associates Limited, on behalf of Orlando Corporation	Properties along Hurontario Corridor, Mississauga	<p>Letter dated March 14, 2024, Regarding City of Mississauga Major Transit Station Area Official Plan Amendments 143 and 144:</p> <p>The OPAs fail to acknowledge and incorporate recent November 15, 2021 OLT (Case No. PL200251) settlement achieved with the City regarding implementation of ‘Gateway Corporate Centre Character Area’ policies. The MOPAs:</p> <ul style="list-style-type: none"> propose different minimum building heights than approved through the OLT order; propose different minimum floor space index than approved in the Zoning By-law; surface parking urban design policies in 5.7.6 require flexibility; and policies should not compromise any future incremental development in PMTAs where phasing does not achieve the 1.0 FSI or how it would be practically applied in terms of future zoning. 	<p>The City has stated that decisions arising from OLT appeals will be reflected in the new Mississauga Official Plan. These changes are not required as Policies 5.7.1.1 and 5.7.2 and note that authorized uses of land and the associated land use permissions are as per Part 3 land Use designations of the plan and applicable Local Area Plans, City Structure and Character Areas Policies.</p> <p>Any changes arising from this specific OLT appeal are being incorporated in the new Mississauga Official Plan.</p>
MOPAs 142, 143, 144, 146	March 18, 2024	Joe Guzzi, Associate, Dillon Consulting	N/A	<p>Email to Regional Staff</p> <ul style="list-style-type: none"> Request for notice of Council report and Notice of Decision. 	Notification will be forwarded as requested.
MOPAs 143, 144	March 21, 2024	John Lohmus, Plan Logic Consulting Inc. & Moe Ahmed, Ahmed Group	1000 & 1024 Dundas St. E., Mississauga	<p>Email to Regional Staff</p> <ul style="list-style-type: none"> Request for notice of Council report and Notice of Decision Information regarding 1000 & 1024 Dundas St. E., Mississauga 	Notification will be forwarded as requested. No additional information was shared.
MOPAs 142, 143, 144, 146	March 25, 2024	Michael Bisset, Bousfields Inc.	n/a	<p>Email to Regional Staff</p> <ul style="list-style-type: none"> Request for notice of Council report and Notice of Decision and request for call 	Notification will be forwarded as requested.