

# City of Mississauga Memorandum



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Date: 2024/03/08

To: Tara Buonpensiero, Chief Planner and Director of Planning and Development Services, Public Works Department, Region of Peel

From: Jason Bevan, Director City Planning Strategies, Planning & Building Department, City of Mississauga

Subject: **Major Transit Station Area Official Plan Amendments (MOPAs 142, 143, 144 and 146)**

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## Background

- On August 10, 2022, City Council adopted City-wide Major Transit Station Area (MTSA) policies through Mississauga Official Plan Amendments (MOPAs) 143 and 144.
- Similarly, the Dundas Corridor Policy Implementation MOPA 142, and the Downtown Fairview, Cooksville, and Hospital Review MOPA 146 were also adopted by City Council on August 10, 2022, and include Major Transit Station Area (MTSA) policies.
- Local Major Transit Station Area (MTSA) official plan policies require regional approval under the *Planning Act*. The City's MTSA policies, adopted by City Council, were considered by Regional Council on February 9<sup>th</sup> and February 23<sup>rd</sup>, 2023.
- Several delegations and communications were received at the February 2023 Regional Council meetings. They included:
  - a. General comments from landowners requesting the ability to amend heights beyond those shown in MOPA 144; requests for site-specific height increases; and clarification on the development application review process, including existing applications; and
  - b. Letters from the former Minister of Municipal Affairs and Housing stating his position that the policies proposed should not restrict heights and densities within MTSAs. This was contrary to staff's interpretation of applicable legislation, and given the uncertainty stemming from the Minister's letters, the item was deferred.
- Recently, through the Planning Statute Law Amendment Act, 2023 (Bill 150), the Province has reinstated policies in the Region of Peel Official Plan allowing local municipalities to establish maximum heights and densities in MTSAs. The new Minister also advised that municipalities are to ensure their proposed approach to meeting their housing targets are ambitious and reflective of the need to get more homes built quickly. In particular, municipalities are to promote opportunities to systematically increase density and align this density with existing and planned transit within their municipalities.
- We understand Regional staff plan to bring the City's MOPAs back to Regional Council for approval on March 21, 2024. They will include minor modifications and a new height

policy supported by City staff, who have been working collaboratively with Regional staff to address comments and finalize the policies.

- The policy revisions maintain maximum height schedules which help with infrastructure planning and provide a framework for developers when establishing land values and development concepts. The proposed new policy also addresses the comments received by allowing landowners the option to submit applications to vary the heights, which will be assessed using criteria described below.

## Proposed Modifications

### 1. New Policy (MOPA 144)

- To address comments, Mississauga staff support adding a new policy prepared in collaboration with Regional staff to allow for development applications requesting heights beyond those permitted in MOPA 144 to be considered and assessed. No additional changes to the other MOPAs are proposed.
- The proposed policy would keep land-uses and maximum heights in MTSAs as was originally planned while allowing for the consideration of development applications proposing amendments to heights subject to criteria, currently used elsewhere in the City's Official Plan (i.e. Port Credit).
- City staff are supportive of the criteria approach as it strikes a reasonable balance of being able to assess and recommend approval of developments that are consistent with the vision for an area, while also allowing staff to recommend applications be refused that do not meet the criteria.
- This policy would not impact City Council's right to approve/reject an application when staff's recommendation/refusal report comes forward.
- City staff support adding the following policy:

*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.*

## **2. Mapping Changes to Reflect Approval of Applications & City-Initiated Amendments**

- Since the adoption of MOPA 143 and 144, a number of development applications within MTSA's have been approved. Council has also approved a number of city-initiated amendments to accommodate gentle density. Accordingly, City staff have identified several required changes as outlined in Appendix 1 and 2.

### **Associated MOPAs 142 and 146**

- No changes are required for the Dundas Corridor Policy Implementation MOPA 142 and the Downtown Fairview, Cooksville and Hospital Review MOPA 146. Both MOPAs are to remain as adopted by the City of Mississauga Council on August 10, 2022. Due to their inclusion of MTSA policies, they require Region of Peel for approval and should be considered concurrently with the City-Wide MTSA policies (MOPS 143 and 144).

### **Conclusion**

- City staff are supportive of the modifications, which address input received at the February 2023 Regional Council meetings and provincial direction to consider increased intensification opportunities. City staff concur the modifications maintain the overall intent of the MTSA policies adopted by City Council.

### **Attachments**

Appendix 1: Development Applications and Approvals within Major Transit Station Areas

Appendix 2: Modified Mississauga Official Plan Schedules 11f, 11h, 11i, 11n, 11r and 11q.

cc: City of Mississauga Acting Mayor and Members of Council

## Appendix 1- Development Applications and Approvals within Major Transit Station Areas

### 1. Development Applications subject to an OLT appeal

- There are currently 12 development applications that are subject to an appeal with the Ontario Land Tribunal (OLT) within Mississauga's MTSA's. As of the date of this memo, they included the sites listed in the chart below.
- 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.

ADDRESS	CASE/FILE #	MTSA
3420 and 3442 Hurontario Street	OLT-21-001693 OLT-21-001694	Fairview
3672 Kariya Drive and 134-152 Burnhamthorpe Road West	OLT-23-000406	Main
49 South Service Road	TBD	Mineola
70 Park Street	OLT-23-000684	Port Credit
1580-1650 Dundas Street East	OLT-23-000281	Wharton
1000 and 1024 Dundas Street East	OLT-23-000075	Tomken
65-71 Agnes Street	OLT-23-000761	Cooksville
88 Park Street	TBD	Port Credit
25, 35, 55, 105 and 110 Elia Avenue	OLT-22-004828	Eglinton
60 Dundas Street East	OLT-23-000393	Dundas
25 and 33 Hillcrest Avenue, 3146, 3154 and 3168 Hurontario	OLT-23-000484	Cooksville
3575 Kaneff Crescent	TBD	Fairview

### 2. Development Applications in the Pipeline

- Any development application submitted and deemed complete prior to Regional adoption of the City's MTSA OPAs will be assessed based on applicable policies in effect at that time. Consideration will generally be made to the policies of the MTSA OPAs prior to full approval by the Region of Peel.

### 3. Recently Approved City-Initiated Amendments and Development Applications Requiring Mapping Changes

Since the adoption of MOPA 144, City Staff have identified the need for additional mapping changes to MOPA 144. Appendix 2 of this memorandum includes the modified schedules. The proposed modifications are summarized below:

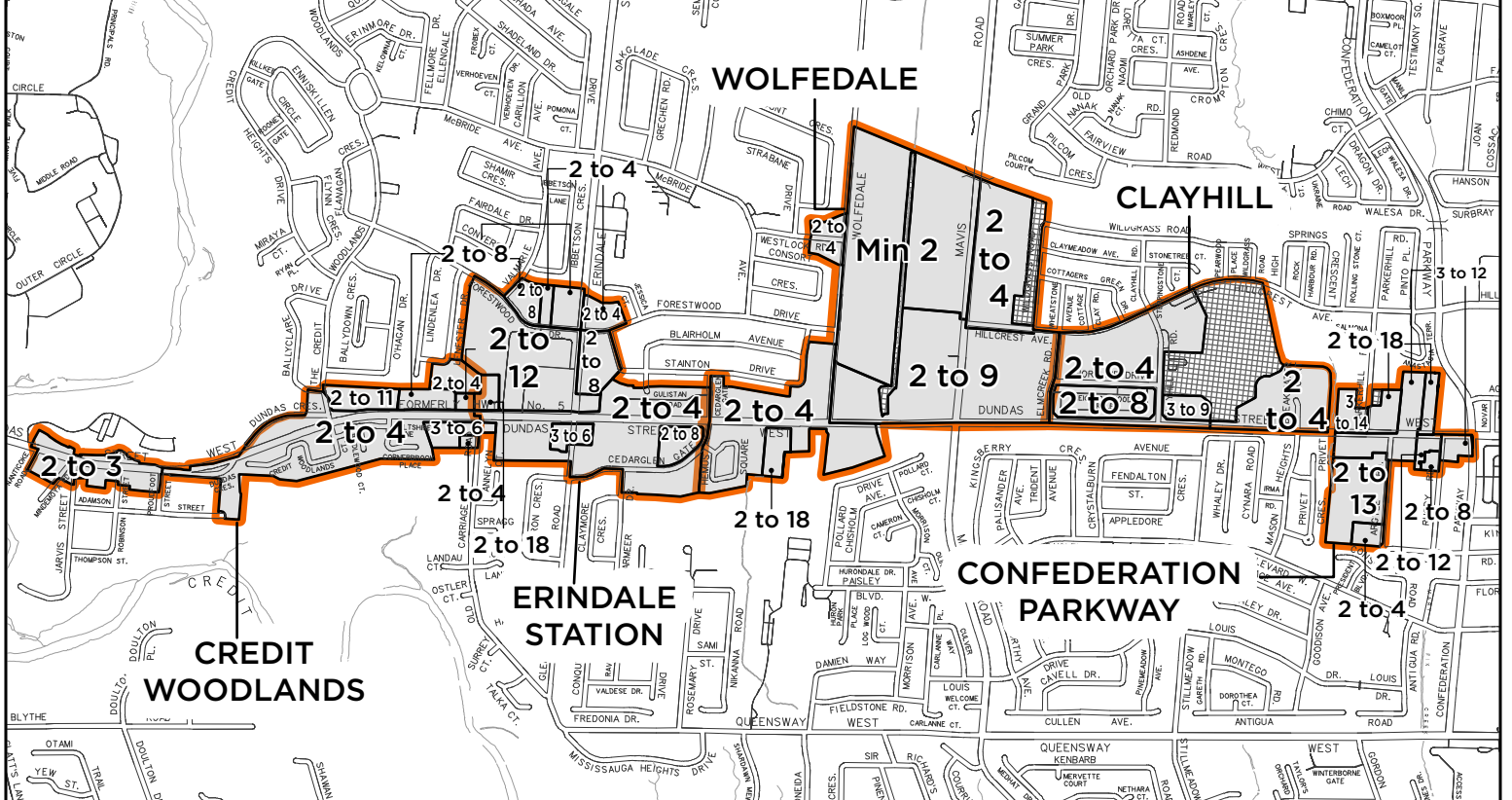
- a. Revise Schedule 11f to reflect the recent OLT decision (Case # OLT-22-003367) for 2512, 2522 and 2532 Argyle Road to change the land use designation from "Residential Low Density" to "Residential Medium Density" within the Confederation Parkway MTSA.
- b. Revise Schedule 11i to reflect the recent OLT decision (Case # OLT-22-004548) for 30 Eglinton Avenue West to change the land use designation from "Office" to "Residential High Density" within the Eglinton MTSA.
- c. Revise Schedule 11n to reflect recent City Council approval permitting four units per lot in Residential Low-Density designated lands (By-laws 0195-2023 and 0196-2022) requiring an increase to the maximum building height from 2 storeys to 3 storeys within the Mineola MTSA.
- d. Revise Schedule 11r to reflect the current and in-effect building height policies for the Residential High Density designated lands north of the Canadian Pacific Rail line within the Clarkson MTSA.
- e. Revise Schedule 11q to reflect the recent approval of MOPA 159 for lands located at the northeast corner of Lakeshore Road East and Ogden Avenue to increase the maximum building height from 8 storeys to 9 storeys within the Lakefront Promenade MTSA.

# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

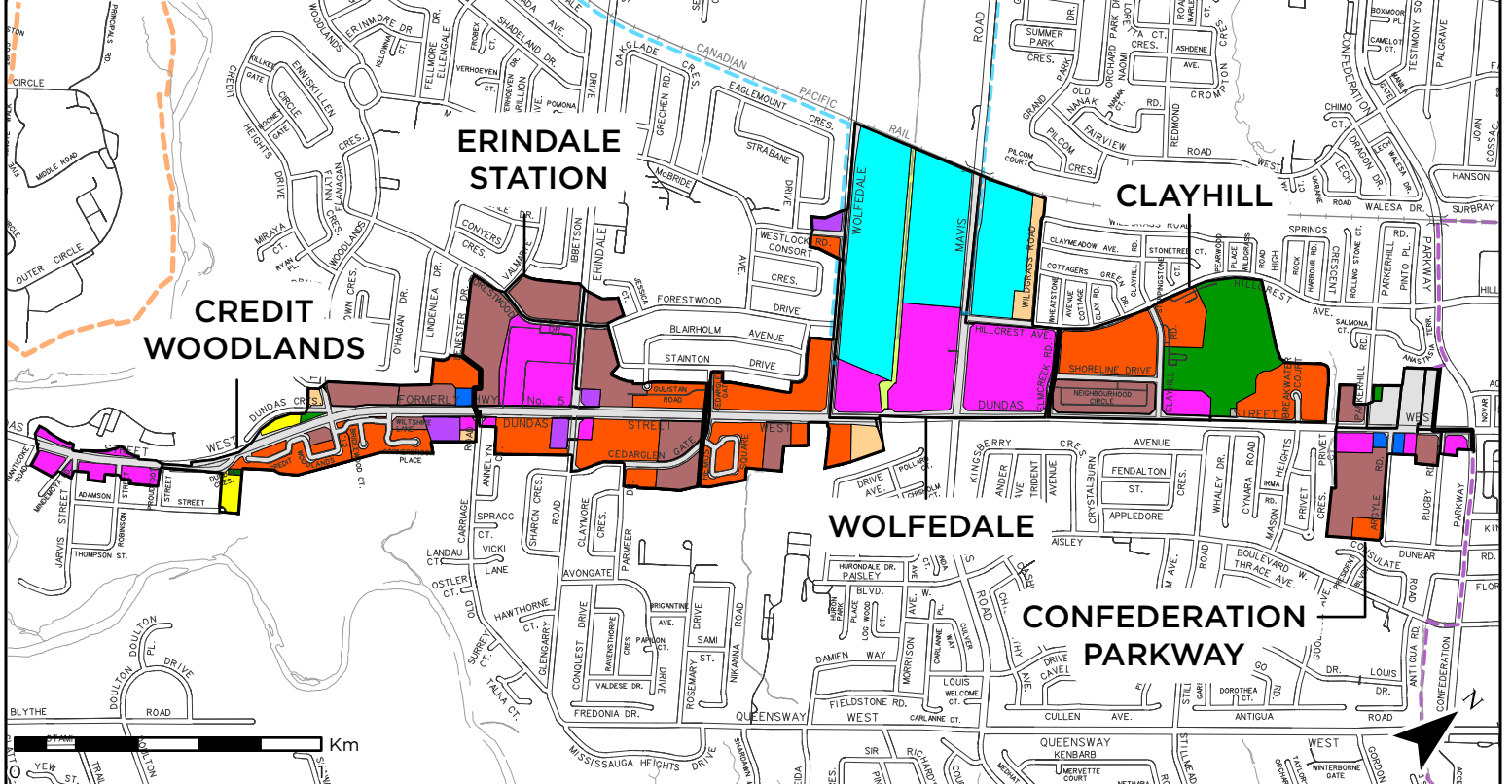
## Appendix 2 - Modified Mississauga Official Plan Schedules City-Wide SCHEDULE 11f

(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.

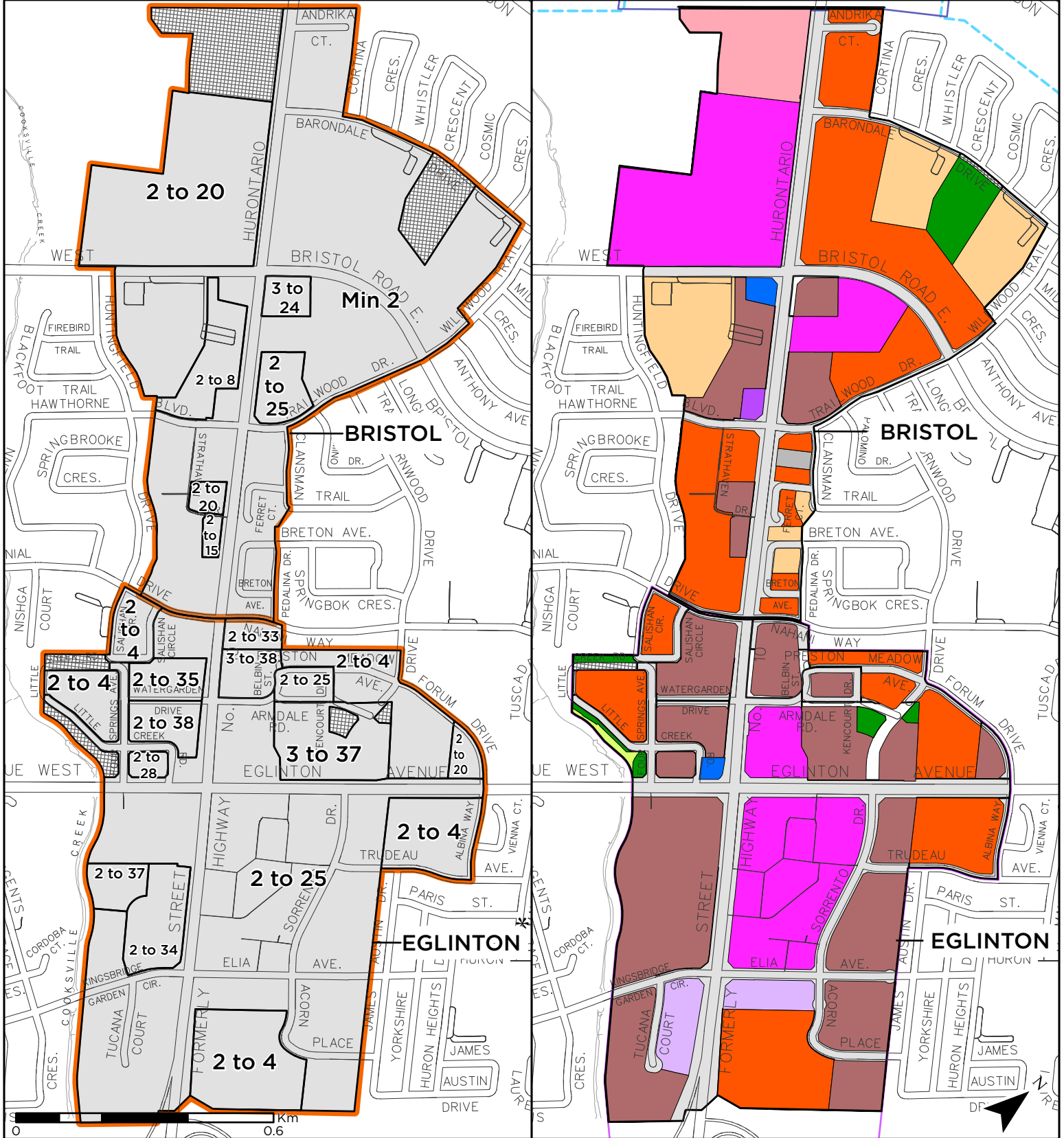
MISSISSAUGA  
 Produced by Geospatial Solutions

# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

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

### BUILDING HEIGHT SCHEDULE

### LAND USE SCHEDULE



- PMTSA Boundary (Height Map)
- PMTSA Boundary (Land Use Map)
- Convenience Commercial
- Greenlands
- Residential High Density
- Institutional
- Residential Low Density II
- Residential Medium Density
- Mixed Use
- Motor Vehicle Commercial
- Office
- Public Open Space
- Parkway Belt West
- Utility

- City Structure - Major Node
- City Structure - Corporate Centre
- City Structure - Employment Area
- Min # to Max # (In Storeys)
- Height Not Applicable

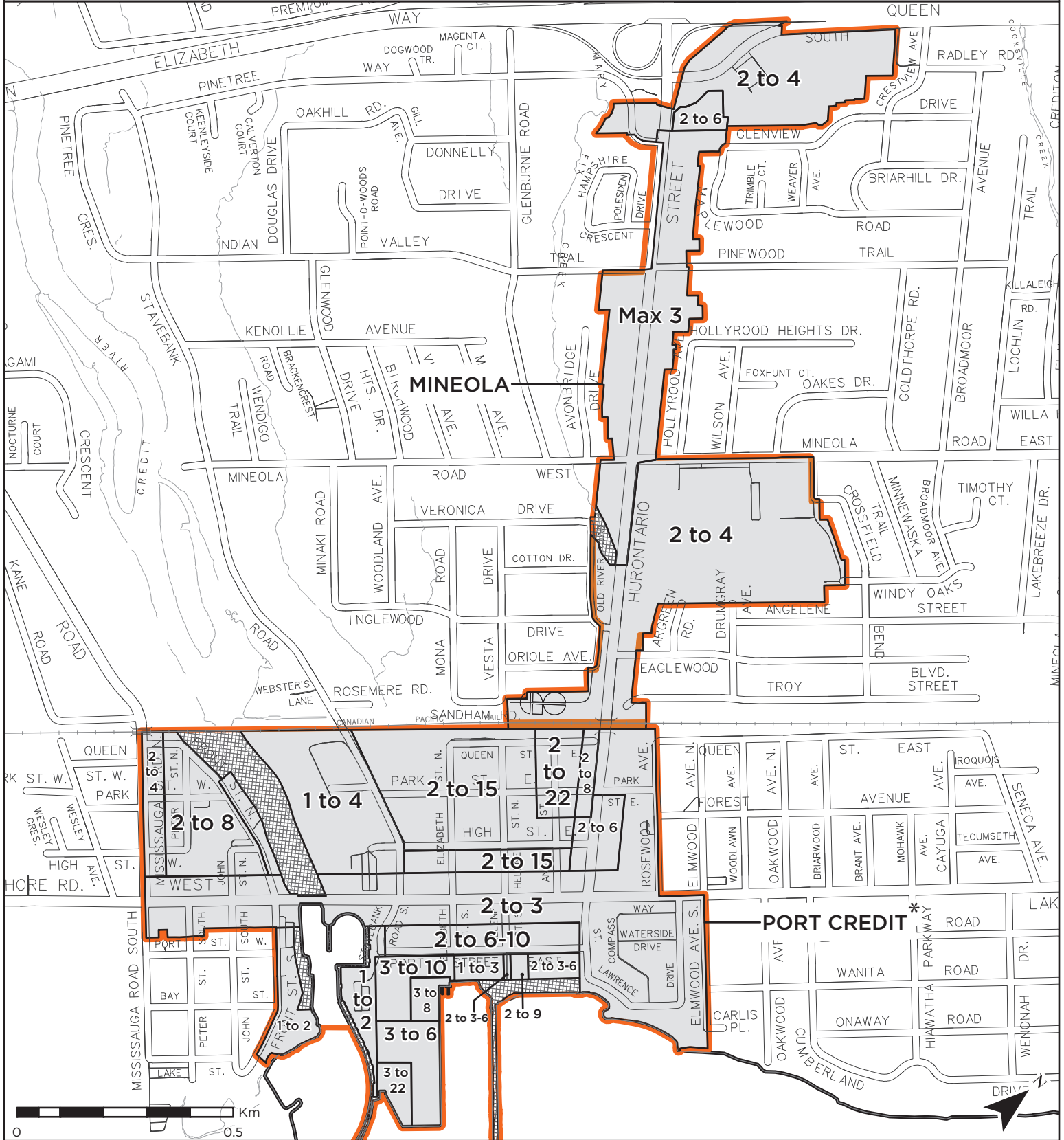
\* Variations in building height are subject to the policies of the Local Area Plan/Character Area

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 11n (HURONTARIO LRT - MINEOLA, PORT CREDIT)

### BUILDING HEIGHT SCHEDULE



Min # to Max # (In Storeys)

Height Not Applicable

PMTSA Boundary (Height Map)

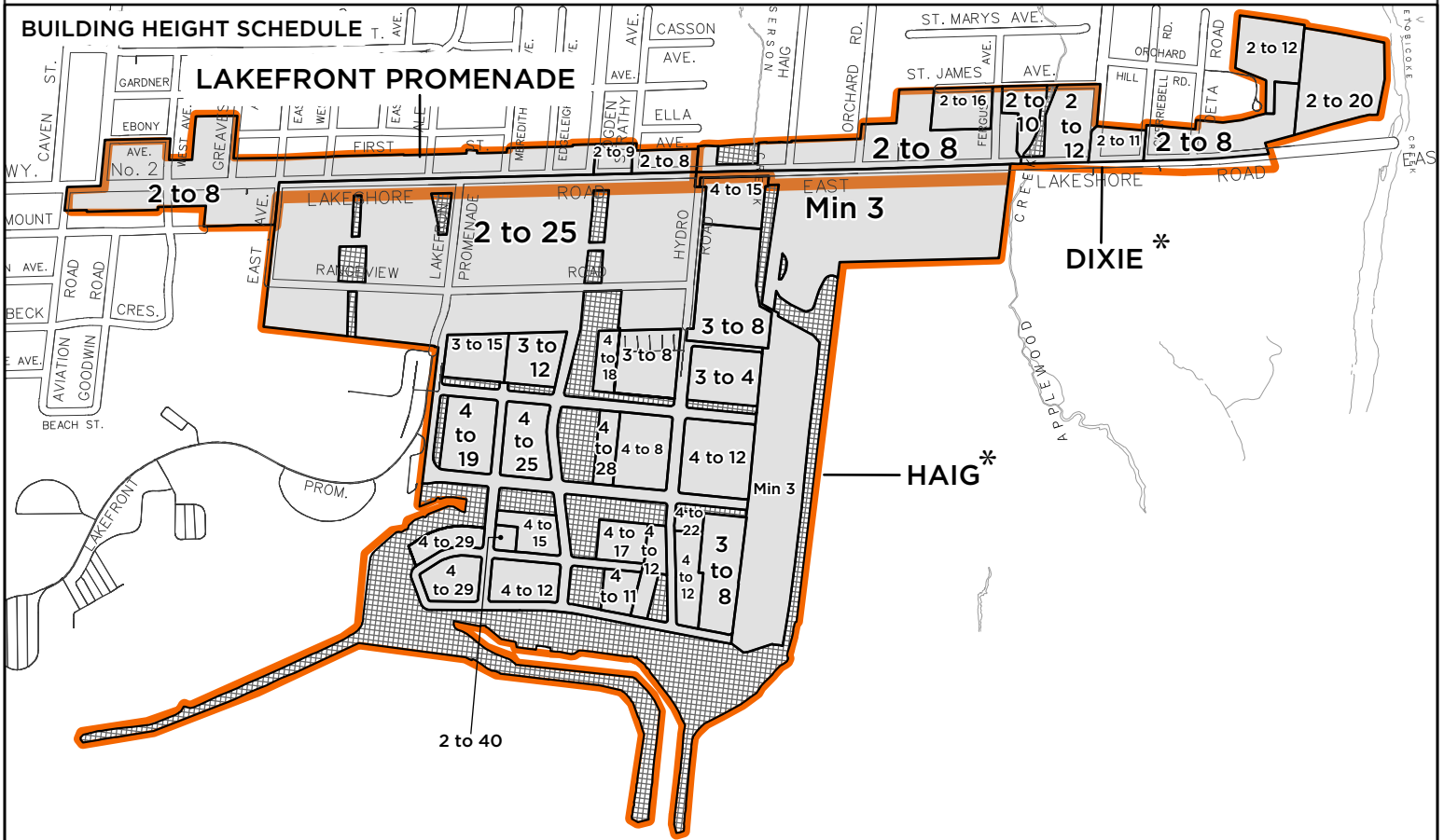
\* Variations in building height are subject to the policies of the Local Area Plan/Character Area



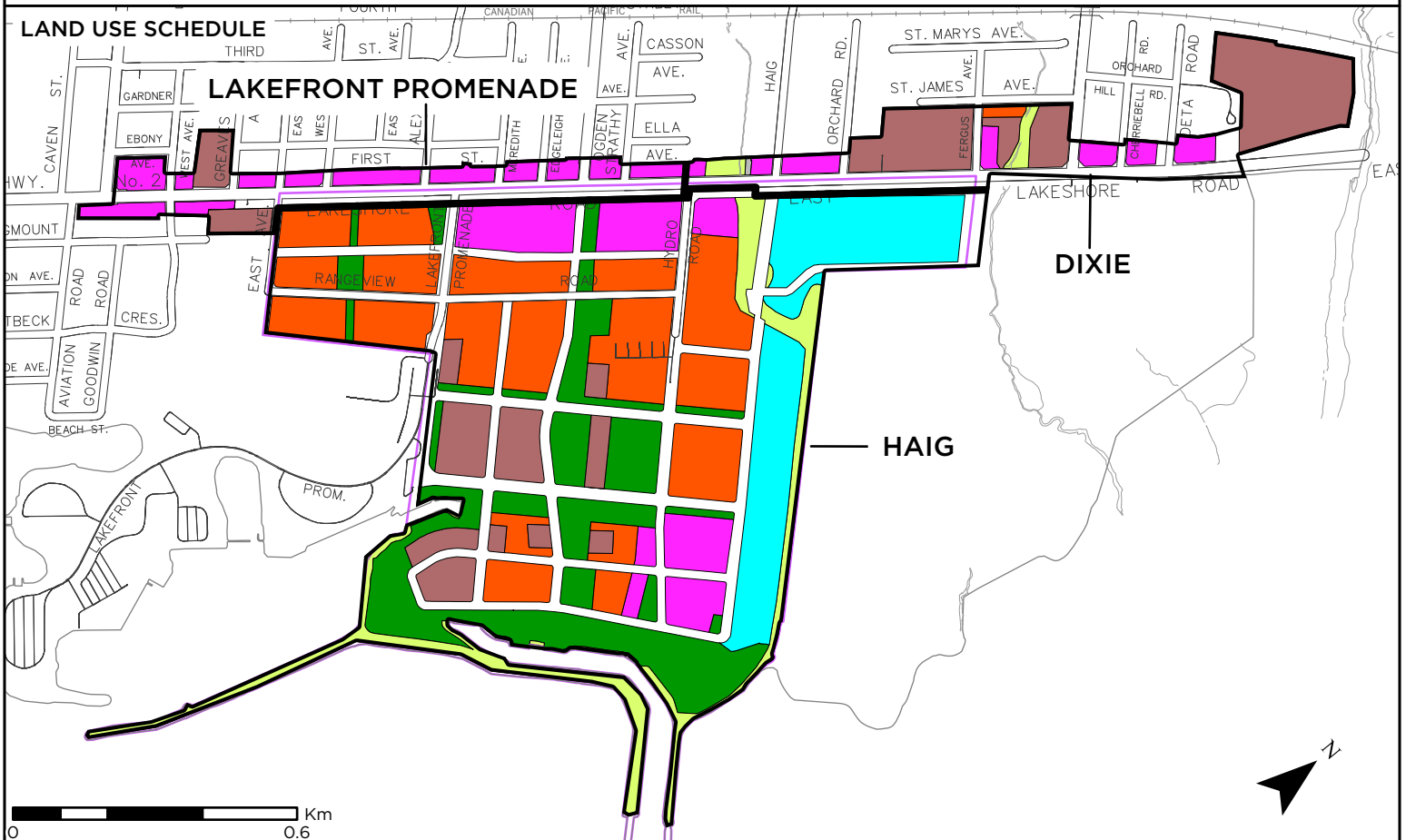
# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

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

### BUILDING HEIGHT SCHEDULE



### LAND USE SCHEDULE



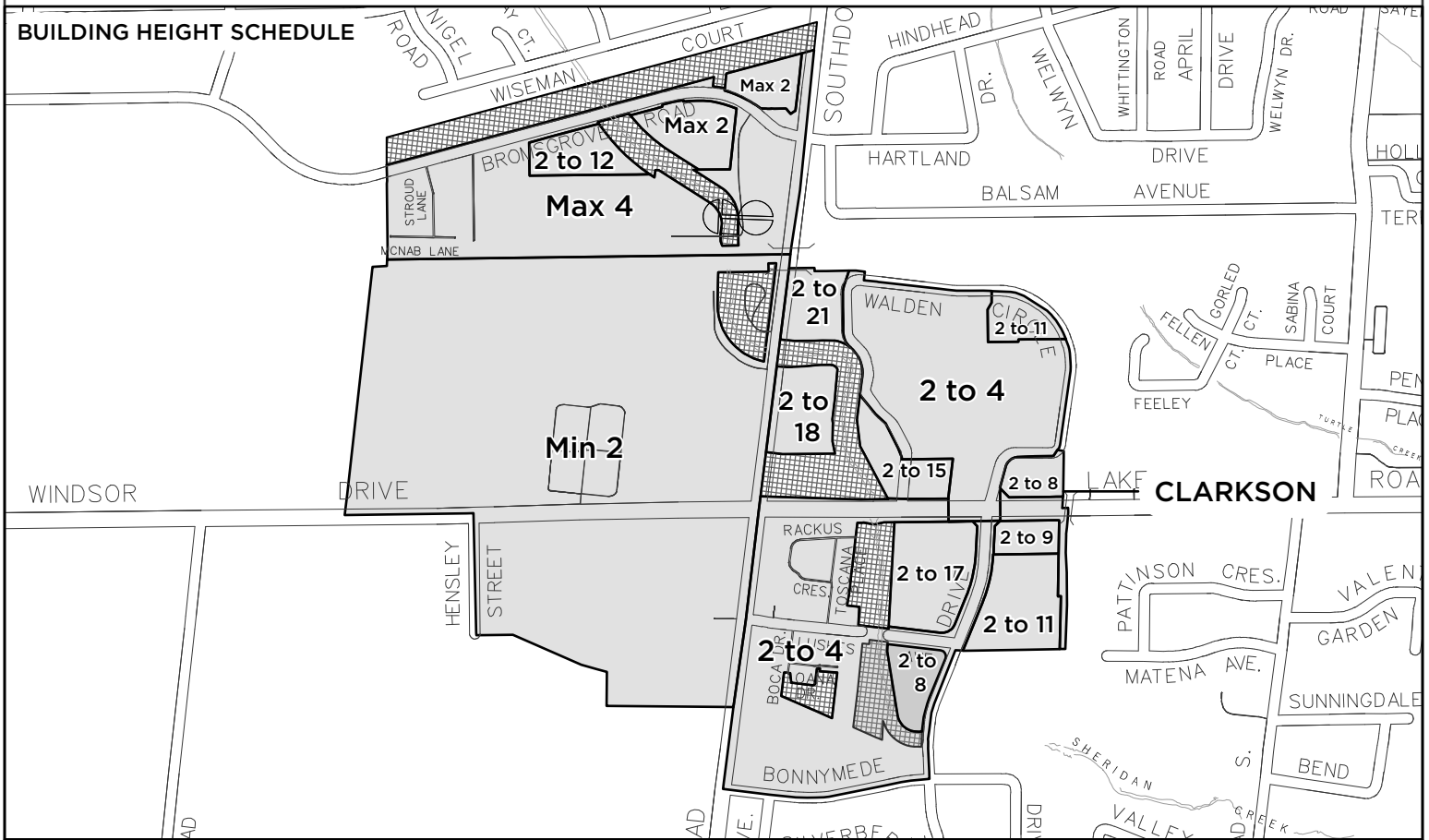
- PMTSA Boundary (Height Map)
- PMTSA Boundary (Land Use Map)
- Min # to Max # (In Storeys)
- Height Not Applicable
- Business Employment
- Greenlands
- Residential High Density
- Residential Medium Density
- Residential Low Density II
- Mixed Use
- Public Open Space
- City Structure - Major Node
- \*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

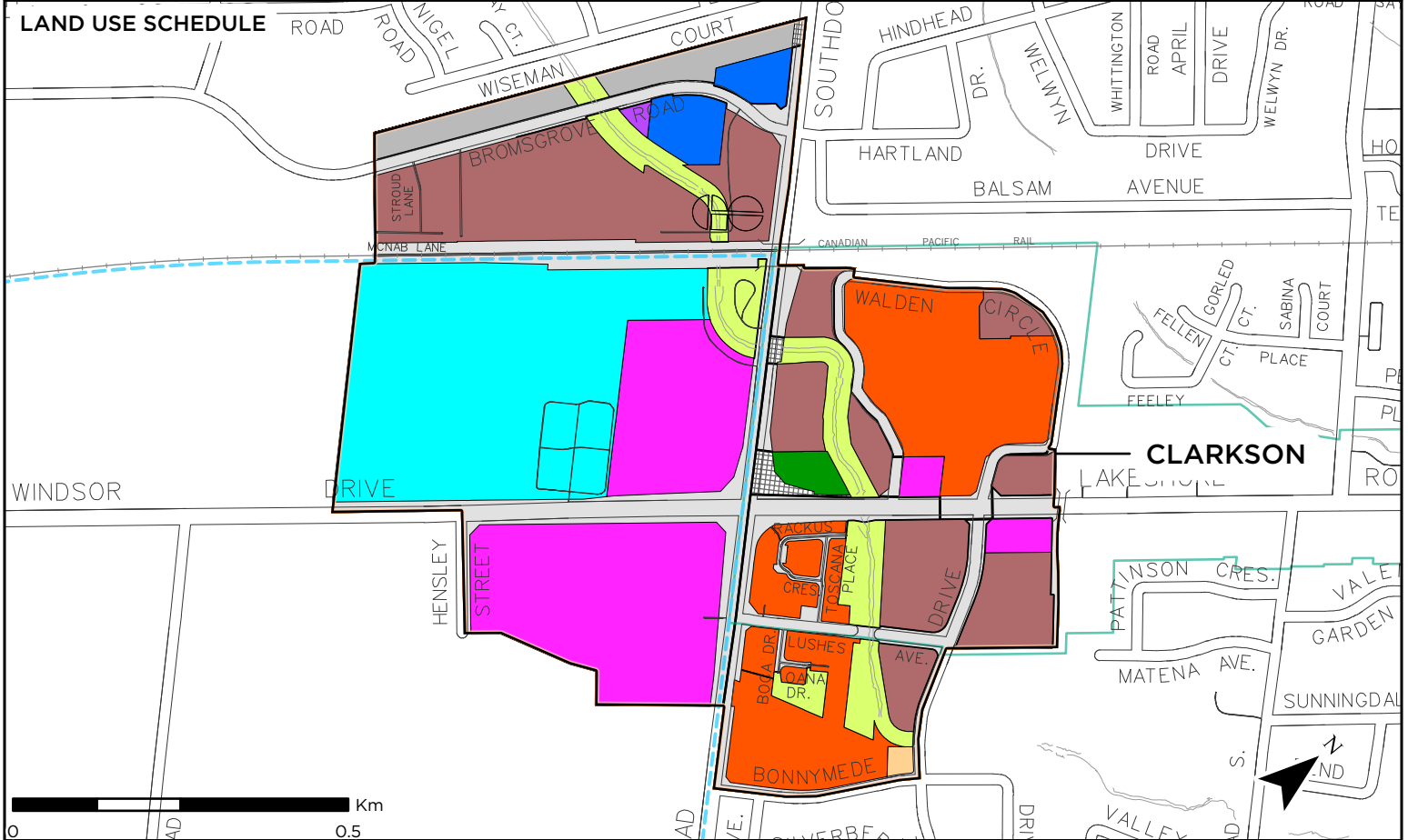
# PROTECTED MAJOR TRANSIT STATION AREA (PMTSA)

## SCHEDULE 11r (CLARKSON GO)

### BUILDING HEIGHT SCHEDULE



### LAND USE SCHEDULE



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