



## DECLARATION

### Section 17 of the Planning Act

**Applicant:** City of Mississauga  
**Municipality** City of Mississauga  
**Our File:** OPA 116

I, Sacha Smith, Deputy Clerk, solemnly declare,

1. That the decision in respect of the above-noted matter was made on December 9, 2020 when By-law Number 0271-2020 was enacted and that notice as required by Section 17 of the Planning Act was given on December 17, 2020.
2. That no appeal to the Ontario Municipal Board of the decision in respect of the above-noted matter was received under Section 17 of the Planning Act within the time specified for submitting an appeal.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

Declared before me

at the City of Mississauga

in the Regional Municipality of Peel

This 7<sup>th</sup> day of January, 2021

Commissioner of Oaths

Donabelle Simtha Higgs, a Commissioner, etc.,  
Province of Ontario, for the  
Corporation of the City of Mississauga.  
Expires September 24, 2023.

Declarant

Sacha Smith, Manager & Deputy Clerk



## MISSISSAUGA

### NOTICE OF PASSING AN OFFICIAL PLAN AMENDMENT Subsection 17(24) of the Planning Act

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File Number: **OPA 116**  
Municipality: City of Mississauga  
Subject Lands: The lands affected by this Amendment are located within the Uptown Major Node Character Area, as identified in the Mississauga Official Plan  
Date of Decision: December 9, 2020  
Date of Notice: December 17, 2020  
Last Date of Appeal: **January 6, 2021**

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A decision was made on the date noted above to approve Official Plan Amendment Number **116** to the **Mississauga Official Plan** for the City of Mississauga as adopted by **By-law 0271-2020**.

#### **Purpose and Effect of the Official Plan Amendment**

The purpose of this amendment is to revise policies pertaining to the Uptown Major Node Character Area and introduce policies on housing, land use, urban design, transportation, open space, community infrastructure and implementation. A copy of By-Law **0271-2020** adopting this Amendment is attached.

#### **When and How to File An Appeal**

***Any appeal to the Local Planning Appeal Tribunal must be filed with the City of Mississauga no later than 20 days from the date of this notice as shown above as the last date of appeal.***

**If you wish to appeal** to the Local Planning Appeal Tribunal a copy of an appeal form is available from the LPAT website at [olt.gov.on.ca](http://olt.gov.on.ca). An appeal must be filed with the Clerk of the City of Mississauga, Attention: Diana Rusnov, 300 City Centre Drive, Mississauga, Ontario L5B 3C1 no later than **January 6, 2021**, by mail, courier, or in person by booking an appointment at <https://reservation.frontdesksuite.com/mississauga/reservation> and selecting Other Inquiries.

The Notice of Appeal must:

- (1) set out the specific part of the proposed official plan amendment to which the appeal applies.
- (2) set out the reasons for the request for the appeal, and
- (3) be accompanied by the fee prescribed under the Local Planning Appeal Tribunal Act in the amount of \$1,100.00 per application (as of July 1, 2020) payable by certified cheque or money order to the Minister of Finance, Province of Ontario.
- (4) be accompanied by an administration fee of \$300.00, payable by Certified Cheque to the Treasurer of City of Mississauga.

#### **Who Can File an Appeal**

Only individuals, corporations or public bodies may appeal a decision of the City of Mississauga to the Local Planning Appeal Tribunal. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be made in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the plan was adopted, the person or public body made oral submissions at a public meeting or written submissions to the Council of the City of Mississauga or, in the opinion of the Local Planning Appeal Tribunal, there are reasonable grounds to add the person or public body as a party.

#### **When the Decision is Final**

The proposed official plan amendment is exempt from approval by the Regional Municipality of Peel. The decision of the City of Mississauga is final if a Notice of Appeal is not received on or before the last date of appeal noted above.

#### **More Information:**

A copy of this amendment in its entirety can be found at [www.mississauga.ca/portal/cityhall/publicnotices](http://www.mississauga.ca/portal/cityhall/publicnotices), or from **Mojan Jianfar** of the City of Mississauga, Planning and Building Department at (905) 615-3200 X4065.

#### **Mailing Address for Filing a Notice of Appeal**

City of Mississauga  
Office of the City Clerk  
300 City Centre Drive  
MISSISSAUGA ON L5B 3C1

**Amendment No. 116**

**to**

**Mississauga Official Plan**

By-law No. 0271-2020

A by-law to Adopt Mississauga Official Plan Amendment No. 116

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel ("Region" or "Regional"), an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 116, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding policy changes within the Uptown Major Node Character Area.

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

1. The document attached hereto, constituting Amendment No. 116 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 9<sup>th</sup> day of December, 2020.

Signed Bonnie Crombie MAYOR Signed [Signature] CLERK



**Amendment No. 116**  
**to**  
**Mississauga Official Plan**

The following text attached constitutes Amendment No. 116.

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

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

Appendix II is a copy of the Planning and Building Department report dated October 26, 2020, pertaining to this Amendment.

## **PURPOSE**

The purpose of this Amendment is to revise policies pertaining to the Uptown Major Node Character Area and introduce policies on housing, land use, urban design, transportation, open space, community infrastructure and implementation.

## **LOCATION**

The lands affected by this Amendment are located within the Uptown Major Node Character Area, as identified in the Mississauga Official Plan.

## **BASIS**

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Local Planning Appeal Tribunal.

The proposed amendments to the Uptown Major Node Character Area will guide the development and intensification of this area into a mixed use, complete community that provides multi-modal transportation infrastructure requirements, affordable housing, high quality urban design, parks and community facilities, and office and employment uses.

The proposed Amendment is acceptable from a planning standpoint and should be approved to ensure that clear and concise policies are in the Plan to guide future development.

## **DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO**

1. Section 13.4, Uptown Major Node Character Area, of Mississauga Official Plan, is hereby amended by deleting Section 13.4.1, Urban Design policies and replacing with the following:

### **13.4.1. Introduction**

Uptown will evolve to be a connected community that supports walking, cycling, transit and vehicular options for people of all ages to get around.

Uptown will support a vibrant public and private realm with a mix of offices, retail uses and a range of employment opportunities, along with medium to high density residential development.

Uptown will incorporate a high quality and well-designed network of parkland, and new development will consider environmental sustainability.

Uptown will also evolve with the support of innovative partnerships, where they will benefit the community.

2. Section 13.4, Uptown Major Node Character Area, of Mississauga Official Plan, is hereby amended by renumbering Section 13.4.2, Land Use to Section 13.4.3 and by deleting Policy 13.4.2.1.
3. Section 13.4, Uptown Major Node Character Area, of Mississauga Official Plan, is hereby amended by adding 13.4.2 as follows:

### **13.4.2 Housing**

13.4.2.1 Uptown is encouraged to develop with a range of housing choices in terms of unit type, unit size, tenure, and price, to accommodate changes in community needs over time.

13.4.2.2 Mississauga will encourage the provision of affordable housing, and in particular, affordable rental housing and apartments with two or more bedrooms.

13.4.2.3 Mississauga will encourage partnerships and collaborations to support the creation of affordable housing in Uptown.

4. Section 13.4.3 Land Use, Uptown Major Node Character Area, of Mississauga Official Plan, is hereby amended by adding the following:

13.4.3.1 Uptown will be developed as a compact, mixed use community that supports offices, retail uses and a range of employment opportunities.

13.4.3.2 Redevelopment that results in a loss of office floor space will not be permitted, unless the office floor space is replaced as part of the redevelopment.

13.4.3.3 Redevelopment that results in a loss of retail and service commercial floor space will not be permitted, unless it can be demonstrated that the planned function of the non-residential component will be maintained or replaced as part of the redevelopment.

13.4.3.4 For lands designated Residential Medium Density, building heights will not exceed four storeys.

5. Section 13.4, Uptown Major Node Character Area, of Mississauga Official Plan, is hereby amended by adding Section 13.4.4 as follows:

#### **13.4.4 Urban Design**

13.4.4.1 Built form in Uptown will create a sense of place, community and contribute to an improved quality of life.

13.4.4.2 Uptown will be developed to:

- a. create a fine-grain grid network of urban scale blocks and streets;
- b. provide high quality design for streets and intersections that achieve definition, enclosure and comfort for pedestrians and street life;
- c. incorporate landscaping, street furniture, street trees, lighting systems and signage to animate roads and create a positive pedestrian, cycling and transit-oriented experience; and
- d. incorporate and integrate on-street parking into streetscape design, as appropriate, to balance the needs of all modes of transportation and the public realm that share the right-of-way.

13.4.4.3 Buildings will be designed to consider the street hierarchy and streetscape, as follows:

- a. High priority streets: High priority streets are major roads and streets that may front onto public amenities, open spaces or parks. High priority streets will have the highest standard of design in the public and private realms, with a mixture of uses and pedestrian oriented built form. Building frontages on high priority streets will be developed to incorporate:
  - i. commercial uses at grade, where appropriate;
  - ii. connections to parks, public spaces and retail uses at grade, where appropriate; and
  - iii. a substantial amount of transparent vision glass at grade, where appropriate.
- b. Residential streets: Residential streets primarily support housing and local connectivity. Residential streets will be designed to ensure a quality pedestrian environment. Building frontages on residential streets will incorporate residential units at grade that provide direct access to the street, where appropriate. Buildings will contribute to a quality public and private realm.
- c. Service streets: Service streets will provide necessary access to parking facilities, loading, service and utility areas serving development blocks. Buildings will accommodate for service and vehicular access, and utilities along service streets.

13.4.4.4 Developments are encouraged to incorporate sustainable measures in their designs and consider opportunities to reduce Green House Gas (GHG) emissions and improve storm water management.

6. Section 13.4, Uptown Major Node Character Area, of Mississauga Official Plan, is hereby amended by renumbering Section 13.4.3 Transportation to Section 13.4.5, and Policy 13.4.3.1 to 13.4.5.1.

7. Section 13.4.5 Transportation, Uptown Major Node Character Area, of Mississauga Official Plan, is hereby amended by deleting the last sentence of Policy 13.4.5.1 (formerly Policy 13.4.3.1).

In addition, ramp connections would be provided at Duke of York Boulevard and Confederation Parkway to provide access to and from the Downtown road network.

8. Section 13.4.5, Transportation, Uptown Major Node Character Area, of the Mississauga Official Plan, is hereby amended by adding Policies 13.4.5.2 to 13.4.5.16 as follows:

*Road Network*

13.4.5.2 The road network identified in Map 13-4.1 will provide connectivity and a fine grained multi-modal network to encourage walking and cycling within the Node.

- a. All roads shown will be public.
- b. The design, access requirements and public/private responsibilities for roads and pedestrian connections will be determined through the development application process.
- c. Adjustments to the road network may be made without amendment to Map 13-4.1 at the City's discretion to accommodate block development, while maintaining the goal of breaking up large blocks with roads and pedestrian easements.

13.4.5.3 Notwithstanding 13.4.5.2.a., a limited number of private roads may be considered subject to the following:

- a. public easements will be required;
- b. required right-of-way widths for the classification of the road that is constructed will be provided; and
- c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.

13.4.5.4 Future additions to the road network will be public roads, unless arrangements for private roads are made that are satisfactory to the City.

13.4.5.5 New roads will connect to existing roads in surrounding neighbourhoods.

*Road Design*

13.4.5.6 Roads will be designed as complete streets. New roads will be designed to incorporate active transportation and transit infrastructure. Existing arterial and collector roads dissecting and surrounding the Character Area will be redesigned to incorporate active transportation and transit infrastructure, as appropriate.



13.4.5.7 Vehicular access from roads will be coordinated and consolidated in order to minimize driveways and disruption to pedestrians, cyclists and transit.

13.4.5.8 Pedestrian and cycling connections to transit facilities will be prioritized.

13.4.5.9 Transit stations and facilities will be incorporated into redevelopment plans adhering to the standards of the applicable transit agency.

13.4.5.10 Bicycle parking will be required and should be located throughout the Character Area and at transit facilities.

13.4.5.11 Cycling facilities will be incorporated per the Mississauga Cycling Master Plan. The City may in the future identify secondary cycling routes to be integrated with the design of the public realm.

13.4.5.12 Development applications will be accompanied by traffic impact studies and/or parking utilization studies that will address, among other things, strategies for limiting impacts on the transportation network such as:

- a. transportation demand management;
- b. transit oriented development and design;
- c. pedestrian/cycling connections; and
- d. access management plan.

13.4.5.13 The City may consider alternative road design standards to achieve community design objectives.

#### *Parking*

13.4.5.14 Underground parking is preferred, however, where above grade parking structures are permitted they will be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure. Along prominent streets, parking structures should be screened by buildings that incorporate a mix of uses between the parking structure and the street.

13.4.5.15 Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off areas for delivery services.

13.4.5.16 Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate.

9. Section 13.4, Uptown Major Node Character Area, of the Mississauga Official Plan, is hereby amended by adding Sections 13.4.6 to 13.4.8 as follows:

### **13.4.6 Open Space Network**

13.4.6.1 The park network identified in Map 13-4.1 will form a connected parkland system that is green, safe, attractive, and supports a range of social and recreation activities. The location, configuration and size of the parkland block(s) will be determined in conjunction with the development application process.

13.4.6.2 Parkland should be designed and located to create a central focus for Uptown. Parkland may also provide gathering spaces and connections throughout Uptown, to existing and future open spaces, commercial developments, community facilities and to surrounding neighbourhoods.

13.4.6.3 Playgrounds should be provided within an unobstructed 400 m walking distance from residential areas within Uptown, unimpeded by major pedestrian barriers such as rivers or major roads.

13.4.6.4 Development that has frontage to a park will be built to maximize sun exposure onto parkland.

13.4.6.5 Publicly accessible private open spaces (POPS) may be incorporated into developments provided that:

- a. the design of private open space will integrate seamlessly with Uptown's parkland system, adjoining street network, and pedestrian environment;
- b. the private open space interfaces with existing and/or proposed development in a legible and cohesive manner; and
- c. the private open space is maintained as universally accessible and open to the public.

13.4.6.6 Notwithstanding 13.4.6.1 opportunities to obtain additional parkland and space for recreational and library services will be explored through purchase by the City, establishment of easements, land dedication, or future

agreements with land owners, where appropriate, to ensure the adequate provision of community services.

#### **13.4.7 Community Infrastructure**

13.4.7.1 Mississauga will encourage partnerships and collaborations to identify needs and develop community infrastructure in Uptown.

13.4.7.2 Community infrastructure is encouraged to adopt a compact form.

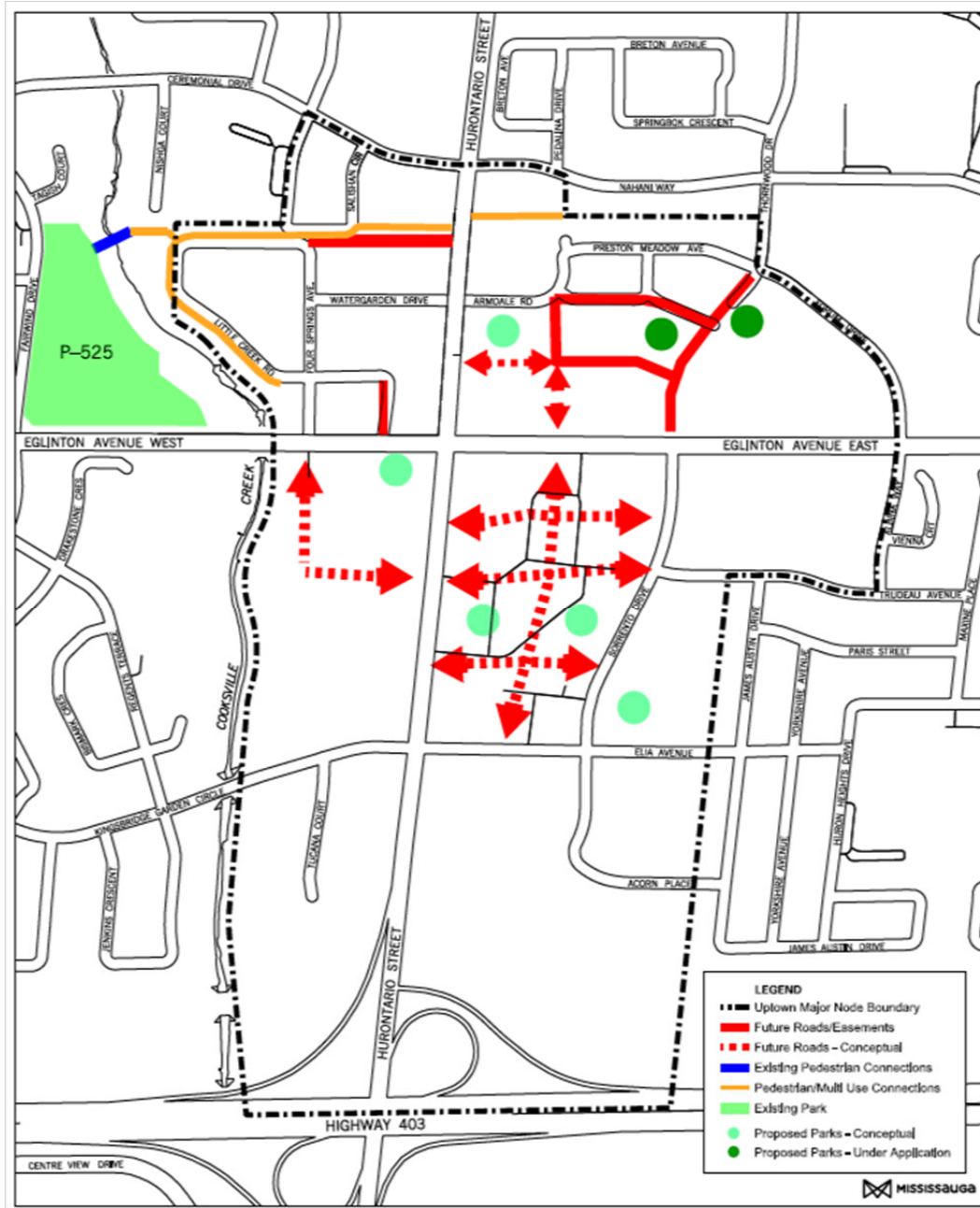
#### **13.4.8 Implementation**

13.4.8.1 Development master plans may be required for large scale developments. The need for a development master plan will be determined through the pre-application meeting and in consultation with staff prior to development application submission.

13.4.8.2 The development master plan should provide a link between Official Plan policies, and subsequent plans of subdivision, rezoning and site plan applications.

13.4.8.3 Development master plans and development applications will demonstrate how the proposal will contribute to the creation of a complete, healthy and connected community in Uptown. This includes, but is not limited to, consideration for how the new proposal supports:

- small block sizes and a fine grained road pattern;
- creation of the road network depicted in Map 13-4.1;
- creation of the park network identified in Map 13-4.1;
- provision of affordable housing;
- future provision of community infrastructure, where applicable; and
- high quality design outcomes for the public realm.



**Map 13-4.1: Uptown Node Block and Road Concept Plan**

10. Section 13.4, Uptown Major Node Character Area, of Mississauga Official Plan, is hereby amended by renumbering Section 13.4.4 Special Site Policies to Section 13.4.9.

## **IMPLEMENTATION**

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

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan November 22, 2019.

## **INTERPRETATION**

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

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

## **APPENDIX I**

### **PUBLIC MEETING**

A newspaper advertisement was published in the Mississauga News on September 24, 2020 to inform the public to attend a Public Meeting of the Planning and Development Committee, held on October 19, 2020 in connection with this proposed Amendment. Comments were received in writing and through community engagement meetings that were held throughout September and October. These comments were addressed and are presented in Appendix 2 of the November 23, 2020 Planning and Development Committee report titled "*Recommendation Report – Mississauga Official Plan Amendment for Uptown Major Node Character Area*", dated October 26, 2020.



# City of Mississauga Corporate Report



<p>Date: October 26, 2020</p>	<p>Originator's files: CD.03-UPT</p>
<p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Meeting date: November 23, 2020</p>

## Subject

**RECOMMENDATION REPORT (WARD 4 and WARD 5) – Mississauga Official Plan Amendment for the Uptown Major Node Character Area**

## Recommendation

1. That the report titled "Recommendation Report – Mississauga Official Plan Amendment for the Uptown Major Node Character Area" dated October 26, 2020 from the Commissioner of Planning and Building, be received.
2. That the proposed Mississauga Official Plan amendments contained in the report titled "Recommendation Report – Mississauga Official Plan Amendment for the Uptown Major Node Character Area" dated October 26, 2020 from the Commissioner of Planning and Building, be adopted.

## Report Highlights

- This report contains the final policy changes for the Uptown Major Node Character Area in the Mississauga Official Plan (Chapter 13, Major Nodes).
- This Official Plan Amendment (OPA) was developed with input from internal departments, agencies, stakeholders and the public. Engagement took place between September and November, 2020, with a statutory public meeting held on October 19, 2020. Staff also received some written comments on the draft OPA.
- This report summarizes and addresses comments received during this consultation period. For more detail, Appendix 2 lists all comments received and highlights key considerations and/or modifications made to the draft OPA in response to those comments.
- The updated OPA policies are included in Appendix 5. Please refer to Appendix 6 to learn more about the planning rationale for each of the proposed policies. Appendix 7 assesses the policies against the provincial policy framework and other applicable policies.

## Background

In July 2020, staff received Council support to develop an OPA to manage growth and respond to development pressure in Uptown Node. Specifically, the OPA was to address items such as: block size and road network, parkland locations, employment retention, requirement for development master plans and the need for affordable housing.

On October 19, 2020, a draft OPA for the Uptown Major Node Character Area (Uptown) was considered at a public meeting of the Planning and Development Committee. A copy of this report is included in Appendix 1 and minutes from the meeting are included in Appendix 4.

## Comments

### PUBLIC ENGAGEMENT:

The development of the OPA for Uptown has been a consultative process that has produced a framework to aid in the creation of a vibrant, mixed-use and connected community. The engagement program included statutory and non-statutory meetings, online communication and virtual meetings with landowners, members of the public and agency groups, as detailed below.

- **Virtual Community Meeting:** A virtual community meeting was held on October 5, 2020
- **Online Comment Form:** The draft OPA policies were posted on the project website on October 9, 2020, along with an online comment form. The comment form was available from October 9 to October 23, 2020.
- **Stakeholder and Land Owner Meetings:** Outreach with Uptown's stakeholders and major land owners took place between September and November, 2020 in order to provide information on the amendment and gain preliminary feedback on more site specific matters.
- **Statutory Public Meeting:** A statutory public meeting was held on October 19, 2020 at Planning and Development Committee. No deputations were made at this meeting, however staff received two sets of written comments.

A summary of all comments received, and the response from staff has been included in Appendix 2.

**STAKEHOLDER COMMENTS:**

Below is a summary of comments and concerns received through the public engagement process and responses provided by staff:

**Creating a Complete Community**Summary:

- Staff heard about the need for Uptown to evolve as a complete and mixed-use community that provides opportunities for people of all ages and abilities to live, work, shop and play.

Staff response:

- The proposed policy amendments aim to encourage a range and mix of housing, a finer grained road network, employment uses, parkland and community infrastructure. These policies aim to contribute to the creation of a complete community in Uptown.

**Multi-Modal Movement**Summary:

- Staff heard about the need for Uptown to support multi-modal movements and improve connections, including access to the Hurontario Light Rail Transit station. Staff also heard about the need to improve the overall pedestrian experience in Uptown.

Staff response:

- The proposed policy amendments includes a 'Block and Road Concept Plan' in order to develop a finer grained road network, break up large blocks, and create a permeable system of streets to support a well-connected and walkable community. The proposed policies also require new developments consider their impact on the public realm and streetscape in order to enhance the pedestrian experience.

**Building Height & Density**Summary:

- There was a request to increase building heights at important locations / intersections in Uptown.

- There was also a request to consider including density policies in Uptown that would promote tall and slender buildings and potentially limit the number units on each site.

Staff response:

- Staff consider the existing policy framework guiding heights and densities in Uptown is sufficiently robust. The current Official Plan policy framework permits 25 storey towers, with the opportunity to exceed this limit if certain criteria can be met. Uptown's density is largely controlled through existing zoning provisions that place limits on how many units are permitted on each site. Staff consider that requests to vary height and/or density permissions in Uptown can be better addressed through a site-specific Official Plan Amendment and/or rezoning process when the proposed development can be comprehensively assessed.
- In terms of achieving more slender buildings, staff note that the physical form, relationship among buildings and the quality of the built environment are considered in *Chapter 9 Build a Desirable Urban Form, 9.2.1 Intensification Areas* of the Mississauga Official Plan. These policies also apply to the Uptown Major Node and encourage well-designed buildings, and discourage visual bulk. Further policies relating to the design of tall buildings could be developed as part of the City's Official Plan review process.

## **Community Infrastructure**

Summary:

- The Peel District School Board (PDSB) identified the immediate need for a school site to support growth in Uptown and along the Hurontario corridor.

Staff response:

- The PDSB has legislative mechanisms it can use to secure school sites. The proposed policy amendments encourage innovative partnerships in Uptown, along with opportunities to share community infrastructure and facilities, where practical. The requirement for development master plans on large sites should also assist in the identification of school sites.

## **Retain and Encourage Non-Residential Uses**

Summary:

- There was general agreement that it will be important for Uptown to protect its non-residential space and encourage employment growth. However, some landowners noted

that any requirements for new office and retail space should be economically viable and flexible enough to allow for site-specific design responses

Staff response:

- The City's Official Plan identifies Uptown as a Major Node and envisages it as a Regional Centre with a mix of residential and commercial development. However, development applications for Uptown Node often have limited, if any office or commercial space.
- The policies aim to address this imbalance by encouraging non-residential uses in Uptown. Further, the policies require that existing office space be retained or replaced as part of a redevelopment. The policies also protect the existing retail services. Specifically, redevelopments that propose a reduction in retail square footage must demonstrate that they will not compromise existing retail function within Uptown.
- While new retail/service commercial and office uses in Uptown may be less financially viable than residential uses when assessed independently, combining non-residential and residential uses can achieve development viability. The amenity benefits of non-residential uses, particularly retail/service commercial, may enhance the attractiveness of the residential components for existing and new development.
- While staff would like to see new standalone offices developed in the Node, currently the market for these uses is not strong in the area. The Node's proximity to the Gateway area - where residential uses are not permitted and land values are less - is a major factor. Staff consider mixed-use buildings provide a better opportunity to increase office space in the short-term.
- Attracting office to the Uptown Node is important for fostering a mixed use, walkable, transit supportive community. A community improvement plan (CIP), similar to the Downtown Core Office CIP, may be a tool that Council wishes for staff to explore as a means to incentivize and attract new office into the Uptown Node.

## **Density Targets and Projected Growth**

Summary:

- Staff received a question about how future growth projections align with density targets set for the Uptown Node.

Summary:

- There are currently two density targets to consider in Uptown. The Province has set a minimum density target of 160 ppj/ha; and the City has set its own higher density target for Uptown of 200-300 ppj/ha. Staff consider that the higher of these two targets prevails in planning for the area.
- Based on Uptown's current population of 12,300 people and 2,200 jobs, the area accommodates 148 ppj/ha. Therefore, Uptown is very much on track to achieving the targets set by both the Province and the City.
- In terms of projected growth, staff note that Uptown could be on track to having a population of between 25,000 and 30,000 people and support about 4,000 jobs. This population and employment range would put Uptown Node at the top end of the City's density target (200-300 ppj/ha) for the area.
- Over the much longer term, Uptown's population could reach 40,000 people and the area could employ about 4,000 people. This level of population and employment growth would result in Uptown exceeding current targets and reaching a density of over 400 ppj/ha.
- The OPA does not propose to amend density targets for Uptown, as growth is anticipated to fall within the targeted density range for many decades to come. However, staff will continue to review Uptown's density target over the longer term and determine if further upward adjustments are required.

<b>Projected Growth</b>	<b>Density Range People and Jobs Per Hectare (PPJ/ha)</b>
<b>Target</b>	200 - 300
<b>Existing</b> 12,300 people; 2,200 jobs	148
<b>Zoning allowance</b> 25,000 people; 4,000* jobs	295
<b>Growth in pipeline</b> <i>Including active and preliminary development applicatio):</i> 30,000 people; 4,000* jobs	346
<b>Long term growth trajectory</b> 40,000 people; 4,000* jobs	449

\* Based on 2041 employment forecasts for Uptown Node.



## Mapping Updates

### Summary:

- Some mapping errors and/or omissions on the proposed Block and Road Concept Plan were identified.

### Staff response:

- The pedestrian connection shown on the Block and Road Concept Plan, at Preston Meadow Ave and Hurontario Street, has been changed to reflect its correct location.
- A pedestrian connection from Hurontario Street east towards Four Springs Ave, as well as a pedestrian bridge connecting over Cooksville Creek has been added.
- Park #525, on the western boundary of the Uptown Major Node Character Area has been added in order to illustrate the network of existing and future open space in area.

## OTHER MODIFICATIONS TO THE DRAFT OFFICIAL PLAN AMENDMENT POLICIES

In addition to the proposed revisions noted in the staff responses above, other modifications made to the draft Official Plan Amendment include:

- Changing the three-storey height limit on lands designated Residential Medium Density to four storeys, in order to be more consist with permissions in similar areas across the city.
- Renaming the Guiding Principles section to Introduction to be more consistent with similar sections of the Official Plan.
- Clarifying the policy intent for the Urban Design policies relating to the street hierarchy and design requirements.

Appendix 5 contains the draft official plan amendment for Uptown with proposed changes indicated. Additional adjustments may be required prior to a finalized version being brought forward to Council for approval.

## Financial Impact

There are no financial impacts resulting from the recommendations in this report.

## Conclusion

Comments from a range of stakeholders have been carefully considered and the proposed policies have been revised where appropriate. These policies will provide a sound planning framework for the future redevelopment of the Uptown Node into a complete, connected, mixed-use community.

## Attachments

- Appendix 1: Public Meeting Information Report (Wards 4 and 5) – Mississauga Official Plan Amendment for the Uptown Major Node Character Area, October 19, 2020
- Appendix 2: Response to Comments Summary
- Appendix 3: Written Submissions
- Appendix 4: Public Meeting Minutes
- Appendix 5: Proposed Official Plan Amendment with Revisions
- Appendix 6: Planning Rationale for Proposed Amendment
- Appendix 7: Summary of Applicable Policies



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Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Katherine Morton, Manager, Planning Strategies and Data  
Mojan Jianfar, Planner, Planning Strategies and Data

# City of Mississauga

## Corporate Report



<p>Date: October 5, 2020</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's files: CD.03-UPT</p>
<p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Meeting date: October 19, 2020</p>

## Subject

**PUBLIC MEETING INFORMATION REPORT (WARD 4 AND WARD 5) – Mississauga  
Official Plan Amendment for the Uptown Major Node Character Area**

## Recommendation

1. That the report titled "*Mississauga Official Plan Amendment for the Uptown Major Node Character Area*" dated October 5, 2020 from the Commissioner of Planning and Building, be received for information.
2. That the submissions made at the Public Meeting held on October 19, 2020 to consider the report titled "*Mississauga Official Plan Amendment for the Uptown Major Node Character Area*" dated October 5, 2020, from the Commissioner of Planning and Building, be received.

## Report Highlights

- A draft Official Plan Amendment (OPA) has been prepared that provides a policy framework for the future development of the Uptown Major Node Character Area (Uptown Node). Please see Appendix 1 for a map of the subject area.
- This report presents the draft OPA for Council's consideration, which includes a range of policies on items such as: housing, road connections, park locations, retaining non-residential space, urban block sizes and development master plans.
- This report also provides Council with preliminary feedback from stakeholders that were engaged over September and October, 2020; along with feedback from a virtual public meeting held on October 5, 2020.
- Staff aim to bring a Recommendation Report with the final OPA to Council for consideration before the end of 2020.

## Background

The Uptown Node is under significant development pressure. There are currently 14 towers under construction and/or application in the Node, which would provide over 5,000 new residential units. The City has also received some large scale preliminary applications on key redevelopment sites.

In response to this development pressure, staff undertook preliminary work to understand the cumulative impacts of this growth in the Uptown Node on the provision of infrastructure and services. As part of this assessment the following challenges were identified: parkland deficiencies, the need for a finer-grained road network and improved pedestrian connections, improved housing mix, an imbalance between population and jobs, and the need for protection of office and retail space.

In July 2020, staff received Council support to develop an OPA to address these issues and to help ensure the Uptown Node can continue to thrive as a complete, vibrant and well served community into the future.

See Appendix 2 for a copy of the July 27, 2020 report entitled *“Information Report (Ward 4 and 5) – Uptown Node Capacity Review”*.

## Comments

### OVERVIEW OF DRAFT OFFICIAL PLAN AMENDMENT

The draft OPA (Appendix 3) has been prepared to address the issues identified in the Information Report presented to Council on July 27, 2020. It incorporates comments made by staff in Planning and Building, Transportation and Works, and Community Services and feedback received during the public and stakeholder consultation period over September and October, 2020. The following summarizes key policies within the draft OPA.

### Develop Finer Grained Road Network

The draft OPA includes a *“Block and Road Concept Plan”* with future roads and pedestrian connections. The draft policy directs that these roads/connections are public, but allows for the consideration of private roads under certain circumstances.

The draft OPA also has policies intended to create a finer grid network and a permeable system of streets to support a well-connected and walkable community. The draft OPA also includes policies to enhance the public realm and ensure new development considers its impact on the streetscape.

### **Need to Retain and Encourage Non-Residential Uses**

The draft OPA reinforces the vision for the Uptown Node as a mixed use community that offers a range of employment opportunities. In order to achieve a better balance between residents and jobs, the proposed policies encourage non-residential uses.

Further, the draft OPA includes a policy that requires the replacement of any non-residential space proposed to be demolished as part of redevelopment plans. In the case of retail space, a limited loss of net floor area would be permitted if the planned function of the retail uses are maintained during and after redevelopment.

### **Identify Parkland Locations**

The draft OPA includes a “*Block and Road Concept Plan*” that proposes potential locations for future parks in order to create an interconnected open space network. The size, configurations and quality of these parks will be determined through the development application process and in line with section 42 of the *Planning Act* and any other applicable provisions. Where a public park cannot be secured, the OPA identifies that POPS (Privately Owned Publicly Accessible Spaces) could be considered.

The draft OPA also includes the requirement to provide playgrounds within a 400m unimpeded walk within the Uptown Node. This policy reflects the city-wide standards and is intended to address the playground deficit in the Node.

### **Requirement for Development Master Plans**

The draft OPA proposes that staff may require a development master plan for large scale developments within the Node, and that this will be determined through the pre-application meeting and in consultation with staff prior to development application submission. This policy is intended to bring a more comprehensive and coordinated approach to planning within the Node.

### **Housing Mix and Affordability**

The draft OPA encourages the development of a range of housing choices in terms of unit type, unit size, tenure, and price, to accommodate changes in community needs over time. The draft OPA also promotes opportunities for partnerships in order to meet this objective.

## Community Infrastructure Provisions through Partnerships

The draft OPA encourages community partnerships and the sharing of community infrastructure and facilities, where practical. This proposed policy is, in part, intended to provide support to the Peel District School Board, given the immediate need for an elementary school in the area.

## Urban Design

The draft OPA amends the existing urban design policies and introduces detailed policies to support the creation of a vibrant community with a sense of place. Draft policies include urban design considerations in relation to street hierarchy, as well as the creation of urban scale blocks and streets.

## Building Height - *Policies Not Amended*

The current planning framework in the Uptown Node allows for height permissions up to 25 storeys, with the opportunity to develop taller buildings if certain criteria can be met. Given the growth emphasis placed on Uptown Node, the policy framework guiding heights in the Uptown Node is considered sufficiently robust and is not be addressed as part of this OPA.

## COMMUNITY ENGAGEMENT

### Engagement Process

This OPA has been underpinned by stakeholder engagement with the following groups:

- **Public Engagement:** The public has been involved via a project website, social media, an online comments form, a virtual community meeting and this statutory public meeting. Public engagement was intended to provide information on the draft policies and gain preliminary feedback.
  - **Virtual Community Meeting:** A virtual community meeting was held on October 5, 2020.
  - **Statutory Public Meeting:** Notification for the October 19, 2020, Statutory Public Meeting was published in the Mississauga News. Information of this public meeting was also shared on the Uptown Node project website ([www.yoursay.mississauga.ca/uptown](http://www.yoursay.mississauga.ca/uptown)), and promoted via a media release, Council's Corner newsletter and social media.

- **Posting Draft OPA:** The draft OPA policies will be posted on the project website on October 9, 2020 along with an online comment form in order to receive further detailed comments from the public.
- **Stakeholder and Land Owner Engagement:** Outreach with the Uptown Node's stakeholders and major land owners took place over September and October, 2020 in order to provide information on the amendment and gain preliminary feedback on more site specific matters.

### **Feedback Received to Date**

Staff engaged stakeholders and the public through the abovementioned engagement tactics. Staff have incorporated this preliminary feedback into the draft OPA and provided a summary of the key messages received below.

### **Creating a Complete Community**

- We heard about the need for Uptown Node to evolve as a complete, vibrant and mixed use community that provides opportunities for people of all ages and abilities to live, work, shop and play.
- Feedback also included the need for school sites in the Node, playgrounds, parks and improved pedestrian connections.

### **Improving Multi-Modal Movement around the Node**

- We heard about the need for a more connected Node that supports multi-modal transit, including improved pedestrian connections, active transportation, automobiles and future connections to the Hurontario Light Rail Transit.
- Feedback was received that people often felt unsafe crossing some of the larger roads in the Node, and there was support for implementing pedestrian connections and a finer grained street network for people to move around.

### **Consideration of Local Development Aspirations and Condition**

- During our discussions with major land owners in the area, we heard support for strengthening Uptown Node into the future.

- We also heard that it will be important that the OPA incorporates their development aspirations and that it carefully considers individual site constraints to ensure the new policy framework is achievable on the ground.
- One land owner also expressed that it will be important any requirements for new office and retail are economically viable.

In response to posting the draft OPA policies, staff anticipate detailed comments from the public and stakeholders. Staff will consider all feedback received in finalizing the draft OPA and will present this feedback to Council for consideration as part of the final Recommendations Report.

## Financial Impact

There are no financial impacts resulting from the recommendations in this report.

## Conclusion

The Uptown Node Official Plan Amendment has been a consultative process that has produced a draft policy framework to aid in the development of a vibrant, mixed-use and connected community. The next step is to incorporate any further feedback received through community engagement and at the October 19, 2020 Public Meeting into the final OPA that will be presented to Council for consideration by the end of the year.

## Attachments

Appendix 1: Context Map of Uptown Node

Appendix 2: Information Report (Wards 4 and 5) – Uptown Node Capacity Review, July 27, 2020

Appendix 3: Uptown Major Node Character Area – Draft Official Plan Amendment

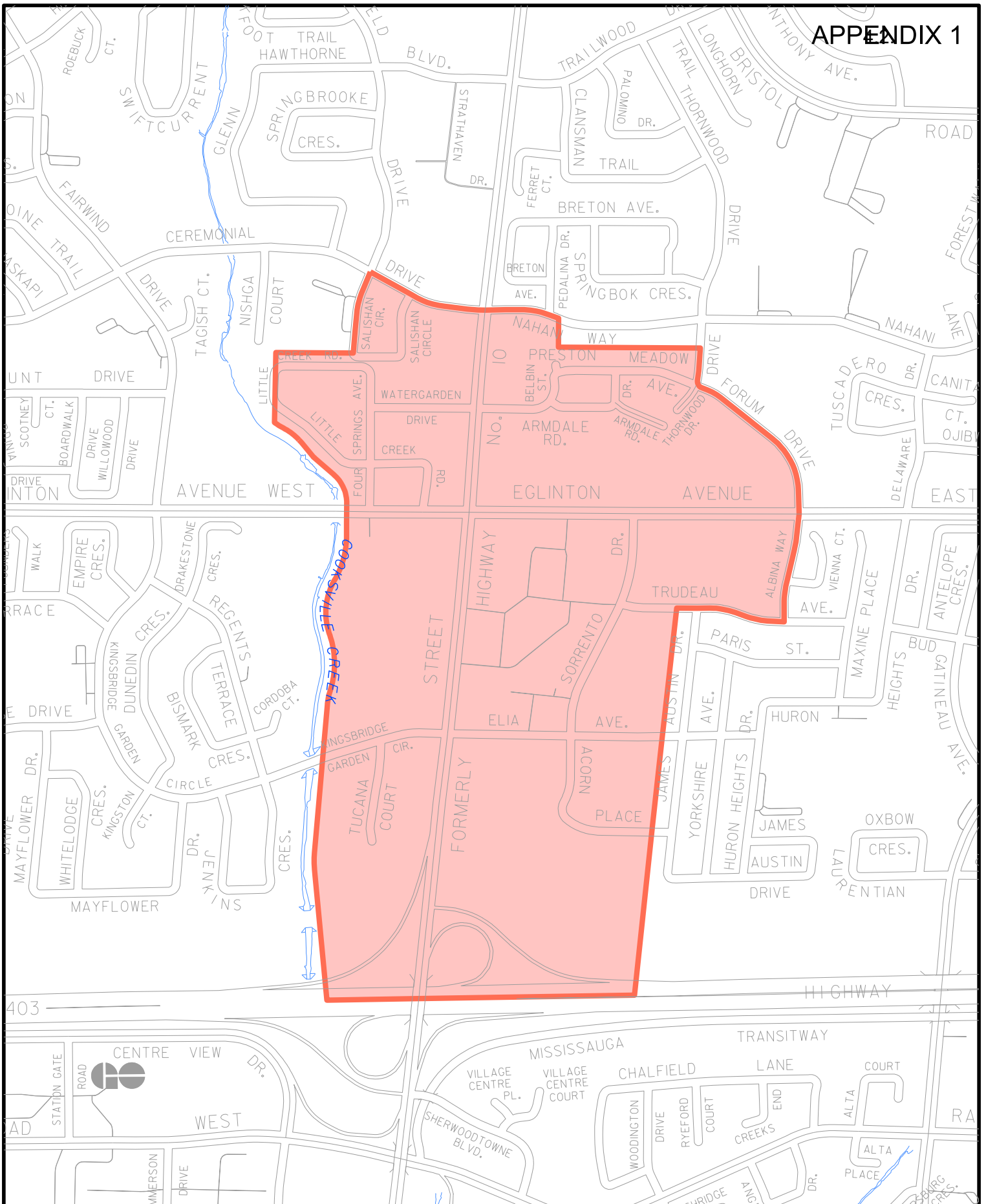


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Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Katherine Morton, Manager, Planning Strategies and Data  
Mojan Jianfar, Planner, Planning Strategies and Data





APPENDIX 1 - CONTEXT MAP OF UPTOWN NODE

0 40 80 120 160  
metres



MISSISSAUGA

Produced by  
CPS-IT, Geospatial Solutions

# City of Mississauga

## Corporate Report



Date: June 19, 2020  To: Chair and Members of Planning and Development Committee	Originator's files:
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: July 27, 2020

## Subject

**INFORMATION REPORT (WARDS 4 AND 5) – Uptown Node Capacity Review**

## Recommendation

1. That the following report titled “Uptown Node Capacity Review” dated June 19, 2020, from the Commissioner of Planning and Building, be received for information.
2. That staff prepare an Official Plan Amendment (OPA) for the Uptown Node to address the key challenges identified in this report and ensure the Uptown Node can support proposed development.
3. That staff are authorized to undertake community engagement to support this work, including holding a public meeting at an upcoming Planning and Development Committee meeting in the fall.

## Report Highlights

- The Uptown Node is under significant development pressure. There are currently 14 towers under construction and/or application in the Node, which would provide over 5,000 new units (see Appendix 2 & 3). The City has also received some large scale preliminary applications on key redevelopment sites.
- This report seeks to understand the cumulative impact of proposed developments on the provision of infrastructure and services in the Node by bringing together advice from all of the City's infrastructure providers.
- The report identifies the following key challenges for the Node: road connectivity, creating an urban block pattern, securing land for parks, affordable housing and retaining retail and office functions.
- Staff are seeking Council authorization to prepare an OPA that would include a Block and

Road Concept Plan to help address these challenges and support proposed development.

## Background

Uptown Node is centered on the intersection of Hurontario Street and Eglinton Avenue. The Node is a focal point for retail, office and medium to high density residential development and will soon be served by the Hurontario Light Rail Transit (LRT). See Appendix 1 for a context map.

The Uptown Node has 12,300 residents and 2,200 jobs. The City's approved growth forecast project a population of approximately 20,000 by 2041. Existing zoning permissions in the area allow for approximately 25,000 people.

The Node is currently seeing development proposals beyond these planned levels. There are currently 14 towers under construction and/or application in the Node. The City has also received some large scale preliminary applications on key redevelopment sites south of Eglinton that contemplate the development of another dozen or so towers.

Taking all of that potential growth in the pipeline into account, the Node could have a population of 30,000 people, in other words support a town the size of Orillia. If growth continues along the current trajectory the population could increase further to 40,000 or 50,000. Appendix 2 and 3 provides detailed information on all the active development applications and buildings currently under construction in the Node.

In response to this development pressure, staff undertook preliminary work to understand the cumulative impacts of this higher amount of growth in the Uptown Node on the provision of infrastructure and services. Planning and Building staff reached out to each of the City's infrastructure providers to identify any capacity concerns and develop strategies to manage these pressures moving forward.

Staff are now seeking authorization from Council to move ahead with developing further policies and plans that could help to manage some of this growth and ensure that the Uptown Node can thrive as a complete, vibrant and well served community into the future.

## Comments

### UPTOWN NODE'S POLICY FRAMEWORK

The Uptown Node has an existing policy framework in the City's Official Plan that has helped to guide and manage growth. Highlights include:

- Identified as a *Major Node*, and intended to accommodate significant levels of development.

- Allows heights up to 25 storeys, with larger buildings permitted if certain policy requirements can be met.
- Striving to achieve a density target of 200-300 people plus jobs per hectare.
  - The Province has also set a minimum density target for Uptown Node of 160 people plus jobs per hectare in order to support the LRT.
- Aiming to provide a range and mix of housing.
- A balance between population and employment (or a 2:1 ratio).
- Aiming to provide a high quality urban environment and quality transitions in the built form to surrounding neighbourhoods.

Staff's recommendation to undertake a municipally initiated OPA is intended to build on these existing policies, recognizing the transitional nature of this character area in the city's urban structure hierarchy.

## KEY POLICY AND CAPACITY CONSIDERATIONS

To understand capacity in the Node and the key policy considerations for the area, staff from Planning & Building received feedback from the City's Community Services and Transportation and Works Departments, along with Mississauga's services and infrastructure providers - the Peel District School Board, the Dufferin Peel Catholic School Board, Region of Peel and Alectra.

Based on this feedback, the following city building and capacity issues were identified:

### Fine Grained Road Network

A high level transportation assessment was undertaken to review potential growth thresholds in the Node. The assessment reviewed six key intersections and found that they have capacity to support existing populations, but as the area continues to develop these intersections will be under increasing pressure. The assessment identified that the area would benefit from greater connectivity and a finer grained road network for pedestrians, cyclists and drivers. Staff are exploring options for the OPA to implement a finer grained network of local streets (see attached Appendix 4).

The Uptown Node is comprised of many large "super" blocks, and it will be important to break up these blocks to create an urban scaled grid network to support mobility and pedestrian movement in the area, along with dispersing congestion. While density and built form on these blocks will be determined through the development process, staff are exploring options for a future OPA to establish a maximum block size of approximately 90 metres x 100 metres to create a permeable network of streets.

Additional work will be undertaken over the long term to examine the role of Eglinton Avenue in supporting multi-modal travel. This includes potential for a MiWay Express route and/or higher order transit along the corridor. In addition, a different mix of land uses to change internal trips and improvement to pedestrian safety is under consideration. In the shorter term, operational improvements, such as transit priority measures and an increase in amenities (i.e. bus shelters) is under review.

### **Parkland Provision**

The minimum target parkland provision for the area is 12%, or approximately 12 hectares of parkland. The Uptown Node currently contains approximately 4 hectares of parkland, resulting in a deficit of approximately 8 hectares (19.5 acres) of parkland, with approximately 3.5 hectares expected through the development application process. The City also aims to provide playgrounds spread out within the area (within 400 m walking distance). Two additional playgrounds are required in the Node's southern quadrants.

Staff are exploring ways an OPA can work within provincial framework to secure future parkland and playgrounds, as well as ensure this parkland is provided as part of an interconnected system of greenspace. Where a park cannot be secured, pocket parks and POPS (Privately Owned Publicly Accessible Spaces) could be considered.

### **Retail Function and Commercial Function**

The Uptown Node is intended to foster a mix of uses and a range of employment opportunities. However, active development applications in the Node have included limited, if any, proposals for office and/ or commercial space. Staff are exploring ways that an OPA could allow the Node to, at minimum, retain its existing office and key commercial space to ensure it can function as a complete community.

### **Building Height**

The current planning framework in the Uptown Node allows for height permissions up to 25 storeys, with the opportunity to develop taller buildings if criteria can be met. Given the growth emphasis placed on Uptown Node, the policy framework guiding heights in the Uptown Node is considered sufficiently robust and would not be addressed as part of this OPA.

### **Housing Mix and Affordability**

As the Node develops and the LRT is constructed, it will be an ideal location for affordable housing. Staff are exploring ways the OPA could support affordable housing contributions, prior to the introduction on Inclusionary Zoning. At the request of the City, some landowners have already proposed forms of affordable housing as part of their plans.

## Master Planning Requirements

Development master plans are a tool identified in the Mississauga Official Plan that allows the City to review development proposals on a holistic basis. Examples include the Lakeview Waterfront and Port Credit West Village master plans. For large sites in the Uptown Node development master plans should be required so that matters such as height and density, the location of new streets and site phasing can be assessed prior to the approval of a development application. The OPA could enforce this type of requirement.

## Peel District School Board (PDSB) School Site

There is an immediate need for a new PDSB elementary school and the Board is examining options both inside the Node and in the surrounding area to support the substantial growth occurring in the Hurontario corridor. Staff will continue to support the PDSB in working to secure elementary school/s in the City's fastest growing areas through development applications.

## OFFICIAL PLAN AMENDMENT TO GUIDE FUTURE GROWTH

Staff are seeking authorization to develop an OPA to address policy and capacity issues identified throughout this report (e.g. road connectivity, creating an urban block pattern, securing land for parks, affordable housing and retaining commercial and office functions).

A key component of the proposed OPA would be a preliminary Block and Road Concept Plan, which would help to map out and illustrate these key policy concepts within the Node. Specifically, this Plan would aim to address the need for a more connected road network and securing of physical parkland. A draft Block and Road Plan has been included in Appendix 4.

Staff propose to work closely with stakeholders, land owners and the public in developing this OPA and the Block and Road Concept Plan.

It is anticipated staff will report back to Planning and Development Committee with a Public Meeting and draft OPA in the fall of 2020.

## Financial Impact

Not applicable at this time.

## Conclusion

Staff from across various departments, as well as agency groups, have identified challenges for the Uptown Node, including parkland and playground deficiencies, the need for a finer-grained road network and improved pedestrian connections, improved housing mix, and the need for protection of office and commercial space.

To address these challenges and ensure future growth in the Uptown Node supports a complete and connected community, staff recommend the development of an OPA that includes a Block and Road Plan. Staff seek Council's authorization to commence the process to develop this OPA, along with permission to consult the community and hold a public meeting.

## Attachments

Appendix 1: Context Map of Uptown Node

Appendix 2: Active Application Summary

Appendix 3: 3D Development – Active Applications

Appendix 4: Draft Uptown Node Block and Road Concept Plan



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Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

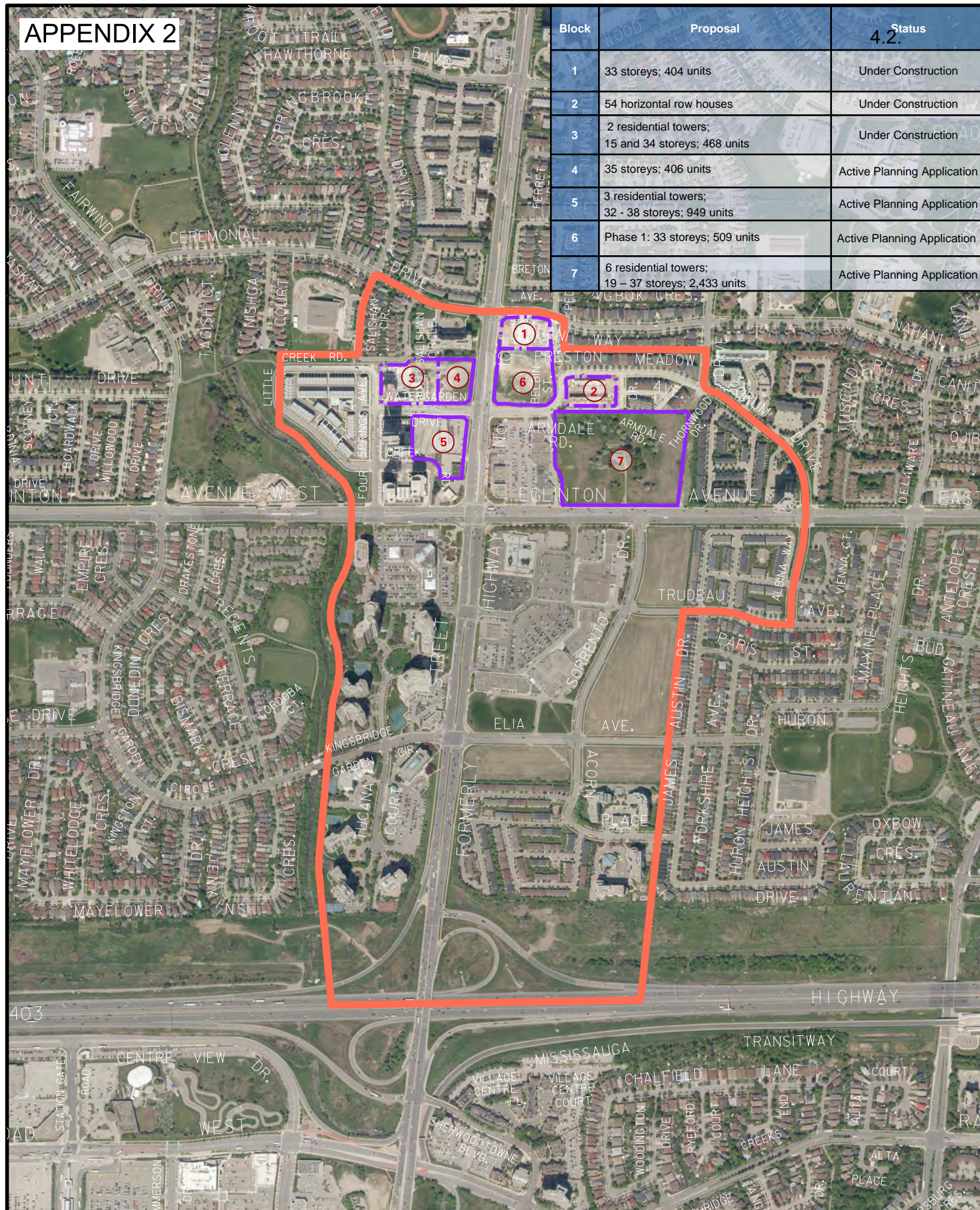
Prepared by: Katherine Morton, Manager, Planning Strategies, City Planning Strategies





## APPENDIX 2

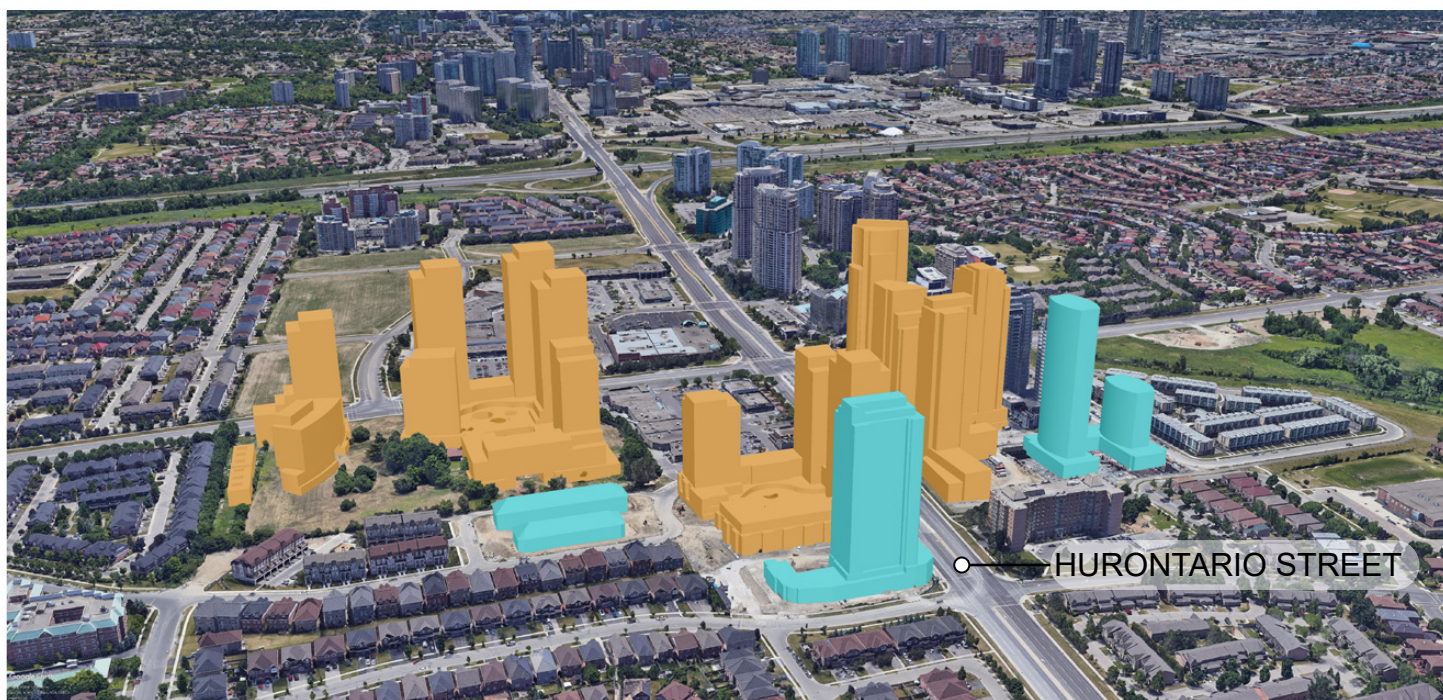
Block	Proposal	Status
1	33 storeys; 404 units	Under Construction
2	54 horizontal row houses	Under Construction
3	2 residential towers; 15 and 34 storeys; 468 units	Under Construction
4	35 storeys; 406 units	Active Planning Application
5	3 residential towers; 32 - 38 storeys; 949 units	Active Planning Application
6	Phase 1: 33 storeys; 509 units	Active Planning Application
7	6 residential towers; 19 - 37 storeys; 2,433 units	Active Planning Application



## APPENDIX 2 - ACTIVE APPLICATION SUMMARY

 UPTOWN NODE BOUNDARY
  ACTIVE APPLICATION SITES
  UNDER CONSTRUCTION





3D PERSPECTIVE VIEW LOOKING SOUTH



3D PERSPECTIVE VIEW LOOKING NORTH

## APPENDIX 3: 3D DEVELOPMENT - ACTIVE APPLICATIONS



UNDER CONSTRUCTION



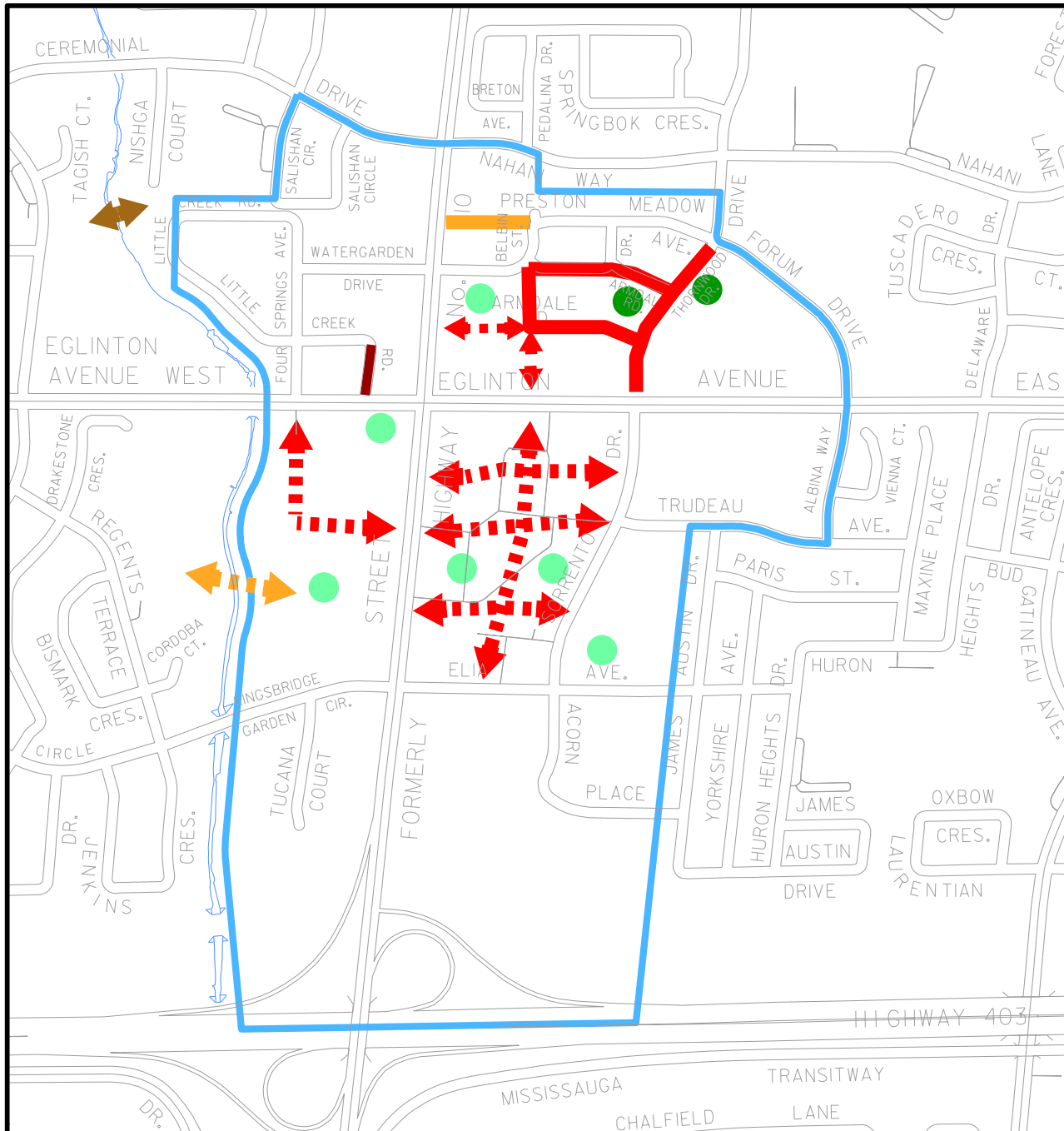
ACTIVE PLANNING APPLICATION



MISSISSAUGA

Produced by  
CPS-IT, Geospatial Solutions



**LEGEND**

- Proposed Roads - Under Application
- - - Proposed Roads - Conceptual
- Proposed Road Widening
- Proposed Pedestrian Connection - Under Application
- Existing Pedestrian Connection
- - - Proposed Pedestrian Connection - Conceptual
- Proposed Parks - Conceptual
- Proposed Parks - Under Application

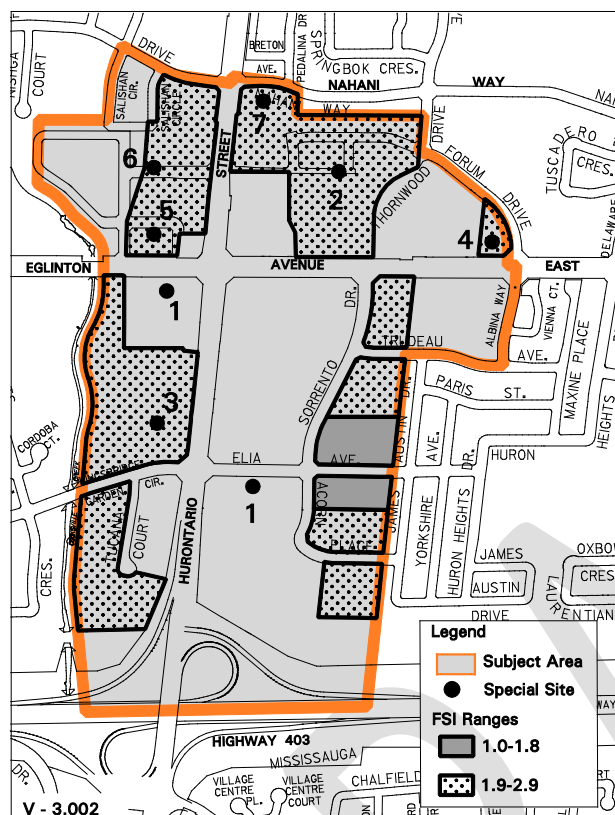
## APPENDIX 4 - DRAFT UPTOWN NODE BLOCK &amp; ROAD CONCEPT PLAN



## Appendix 3: Uptown Major Node Character Area – Draft Official Plan Amendment

Draft policies are shown in **red**; deleted text is shown as ~~strikeouts~~; existing policies are in black

### 13.4 Uptown



Map 13-4.1: Uptown Major Node Character Area

#### 13.4.1 Guiding Principles

Uptown will be planned as a mixed use community with a vibrant public and private realm, a high quality network of open space, housing choices and a range of employment opportunities. Uptown will be transit oriented in support of the Hurontario Light Rail Transit and provide a safe environment for walking and cycling.

Uptown will evolve based on the following Guiding Principles:

1. **Connect:** Supports walking, cycling, transit and vehicular options for all people of all ages to get around.

2. **Mix:** Supports offices, retail uses and a range of employment opportunities, along with medium to high density residential development.
3. **Green:** Incorporates a high quality and well-designed network of parkland.
4. **Partnerships:** Supports innovative partnerships, where they benefit the community.

#### 13.4.2 Housing

13.4.2.1 Uptown is encouraged to develop with a range of housing choices in terms of unit type, unit size, tenure, and price, to accommodate changes in community needs over time.

13.4.2.2 Mississauga will encourage the provision of affordable housing, and in particular, affordable rental housing and apartments with two or more bedrooms.

13.4.2.3 Mississauga will encourage partnerships and collaborations to support the creation of affordable housing in Uptown.

#### 13.4.2 13.4.3 Land Use

13.4.3.1 Uptown will be developed as a compact, mixed use community that supports offices, retail uses and a range of employment opportunities.

13.4.3.2 Redevelopments that result in a loss of office floor space will not be permitted, unless it can be demonstrated that office floor space will be replaced as part of the redevelopment.

13.4.3.3 Redevelopment that results in a loss of retail and service commercial floor space will not be permitted, unless it can be demonstrated that the planned function of the existing non-residential

component will be maintained during and after redevelopment.

~~13.4.2.1~~ 13.4.3.4 For lands designated Residential Medium Density, building heights will not exceed three storeys.

### ~~13.4.1~~ 13.4.4 Urban Design

~~13.4.4.1 To enhance a sense of community, it is proposed that a number of major streetscapes be developed in a manner that will impart a sense of character and identify major geographic areas of the Character Area.~~

~~13.4.4.2 Community Form and Structure Uses along Hurontario Street should be integrated with the overall community design by providing for:~~

- ~~a. a graduated transition in development intensity and building scale; and~~
- ~~b. orientation of buildings, related open spaces and service functions to minimize visual and functional conflicts on abutting lands.~~

13.4.4.1 Built form in Uptown will create a sense of place, community and contribute to an improved quality of life.

13.4.4.2 Uptown will be developed to:

- a. create a fine-grain grid network of urban scale land blocks and streets;
- b. provide high quality design for streets and intersections that achieve definition, enclosure and comfort for pedestrians and street life
- c. incorporate landscaping, street furniture, street trees, lighting systems and signage to animate roads and create a positive

pedestrian, cycling and transit-oriented experience; and

- d. incorporate and integrate on-street parking into streetscape design, as appropriate, to balance the needs of all modes of transportation and the public realm that share the right-of-way.

13.4.4.3 Buildings shall be designed to consider the street hierarchy and streetscape, as follows:

- a. High priority streets: Buildings on streets that front main roads, parks or public spaces shall be developed to incorporate:
  - i. commercial use at grade, where appropriate;
  - ii. building openings that maximize connections to retail uses, parks and public spaces; and
  - iii. a high percentage of transparent vision glass along the street edge.
- b. Residential streets: Buildings on streets that are predominantly residential should be developed with residential units at grade, which provide direct access to the street.
- c. Service streets: Buildings on service streets should accommodate all service vehicles, vehicular access and utilities.

13.4.4.4 Developments are encouraged to incorporate sustainable measures in their designs and consider opportunities to reduce Green House Gas (GHG) emissions and improve storm water management.

### 13.4.3 13.4.5 Transportation

~~13.4.3.1~~ 13.4.5.1 South of the Character Area between the utility corridor and Highway 403, a new east-west roadway is proposed to provide access to the Downtown area. The proposed Highway 403 North Collector would be connected to Highway 403 west of Hurontario Street and east of Mavis Road and would be developed within the Parkway Belt West corridor as a one-way westbound two lane roadway with grade separations at Hurontario Street, Duke of York Boulevard, Confederation Parkway, the Highway 403/Mavis Road westbound off-ramp, and Mavis Road. ~~In addition, ramp connections would be provided at Duke of York Boulevard and Confederation Parkway to provide access to and from the Downtown road network.~~

#### Road Network

13.4.5.2 The road network identified in Map 13-4.2 will provide connectivity and a fine grained multi-modal network to encourage walking and cycling within the Node.

- a. All roads shown should be public.
- b. The design, access requirements and public/private responsibilities for roads and pedestrian connections will be determined through the development application process.
- c. Adjustments to the road network may be made without amendment to Map 13-4.2 at the City's discretion to accommodate block development, while maintaining the goal of breaking up large blocks with roads and pedestrian easements.

13.4.5.3 A limited number of private roads may be considered subject to the following:

- a. public easements will be required;

- b. required right-of-way widths will be provided; and
- c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.

13.4.5.4 Future additions to the road network will be public roads, unless arrangements for private roads are made that are satisfactory to the City.

13.4.5.5 New roads will connect and align with existing roads in surrounding neighbourhoods.

#### Road Design

13.4.5.6 Roads will be designed as complete streets. New roads will be designed to incorporate active transportation and transit infrastructure. Existing arterial and collector roads dissecting and surrounding the Character Area will be redesigned to incorporate active transportation and transit infrastructure, as appropriate.

13.4.5.7 Vehicular access from roads will be coordinated and consolidated in order to minimize driveways and disruption to pedestrians, cyclists and transit.

13.4.5.8 Pedestrian and cycling connections to transit facilities will be prioritized.

13.4.5.9 Transit stations and facilities will be incorporated into redevelopment plans adhering to the standards of the applicable transit agency.

13.4.5.10 Bicycle parking will be required and should be located throughout the Character Area and at transit facilities.

13.4.5.11 Cycling facilities will be incorporated per the Mississauga Cycling Master Plan. The City may in the future identify secondary cycling routes to be integrated with the design of the public realm.

13.4.5.12 Development applications will be accompanied by traffic impact studies and/or parking

utilization studies that will address, among other things, strategies for limiting impacts on the transportation network such as:

- a. transportation demand management;
- b. transit oriented development and design;
- c. pedestrian/cycling connections; and
- d. access management plan.

13.4.5.13 The City may consider alternative road design standards to achieve community design objectives.

13.4.5.14 A study of Eglinton Avenue may be undertaken in the future to examine increased transit service and/or higher order transit to support growth along the corridor.

#### *Parking*

13.4.5.15 Underground parking is preferred, however, where above grade parking structures are permitted they will be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure. Along prominent streets, parking structures should be screened by buildings that incorporate a mix of uses between the parking structure and the street.

13.4.5.16 Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off point delivery services.

13.4.5.17 Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate.

### **13.4.6 Open Space Network**

13.4.6.1 The park network identified in Map 13-4.2 will form a connected parkland system that is green, safe, attractive, and supports a range of social and recreation activities.

- a. The location, configuration and size of the parkland block(s) will be determined in conjunction with the development application process.

13.4.6.2 Parkland should be designed and located to create a central focus for Uptown. Parkland may also provide gathering spaces and connections throughout Uptown, to existing and future open spaces, commercial developments, community facilities and to surrounding neighbourhoods.

13.4.6.3 Playgrounds should be provided within an unobstructed 400 m walking distance from residential areas within Uptown, unimpeded by major pedestrian barriers such as rivers or major roads.

13.4.6.4 Development that has frontage to a park shall protect for maximum sun exposure onto parkland.

13.4.6.5 Publicly accessible private open spaces (POPS) may be incorporated into developments provided that:

- a. the design of private open space will integrate seamlessly with Uptown's parkland system, adjoining street network, and pedestrian environment;
- b. the private open space interfaces with existing and/or proposed development in a legible and cohesive manner; and
- c. the private open space is maintained as universally accessible and open to the public.

13.4.6.6 Notwithstanding 13.4.6.1 opportunities to obtain additional parkland and space for recreational and library services will be explored through purchase by the City, establishment of easements, land dedication, or future agreements with land owners, where appropriate, to ensure the adequate provision of parkland and open spaces.

### 13.4.7 Community Infrastructure

13.4.7.1 The City will work in collaboration with the school board(s) to determine the need for educational facilities. The location of these facilities will be determined through the development application process.

13.4.7.2 Community infrastructure is encouraged to adopt a compact form.

### 13.4.8 Implementation

13.4.8.1 Development master plans may be required for large scale developments. The need for a development master plan will be determined through the pre-application meeting and in consultation with staff prior to development application submission.

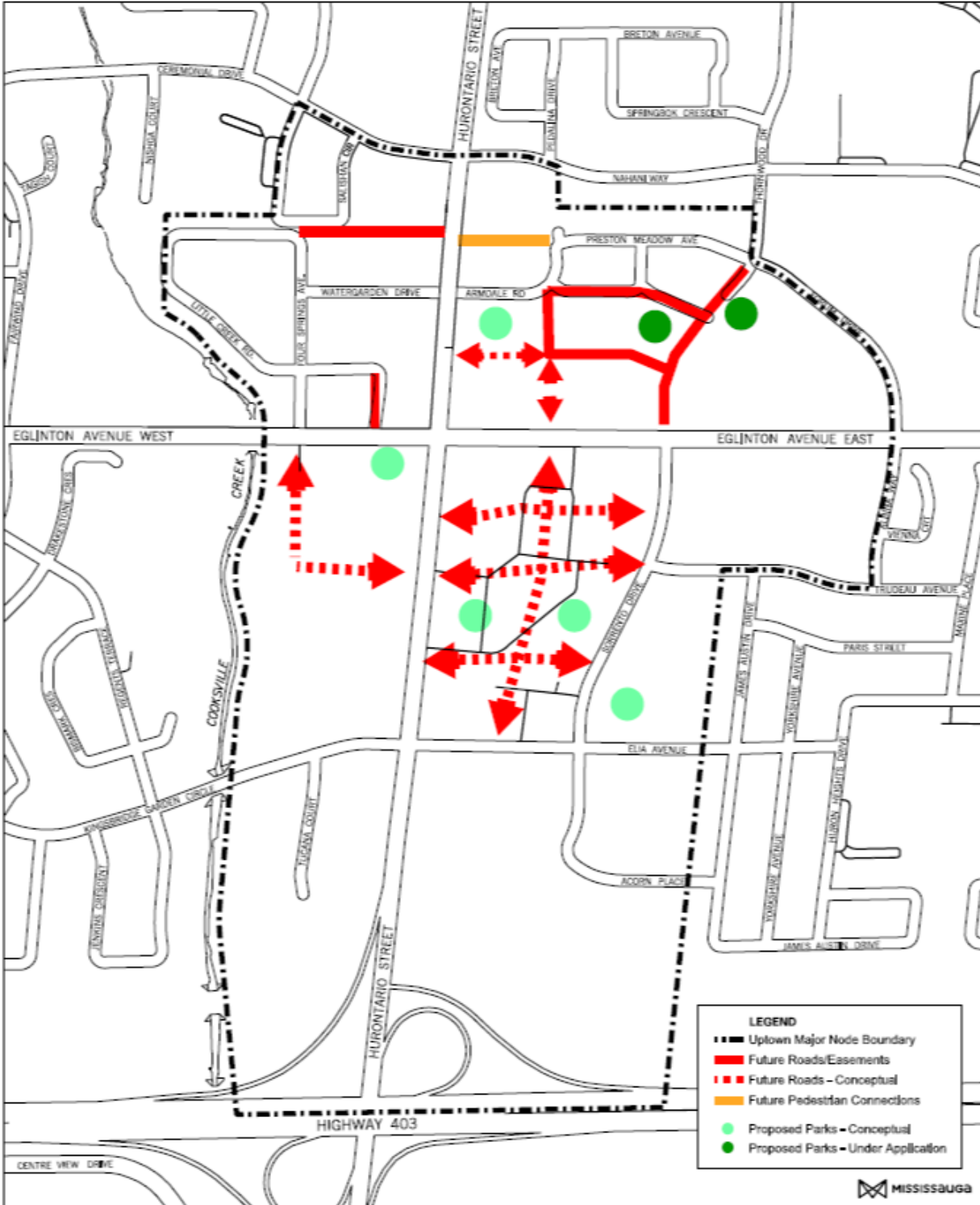
13.4.8.2 The development master plan should provide a link between Official Plan policies, and subsequent plans of subdivision, rezoning and site plan applications.

13.4.8.3 Development master plans and development applications will demonstrate how the proposal will contribute to the creation of a complete, healthy and connected community in Uptown. This includes, but is not limited to, consideration for how the new proposal supports:

- small block sizes and a fine grained road pattern;
- creation of the road network depicted in Map 13-4.2;

- creation of the park network identified in Map 13-4.2;
- provision of affordable housing;
- future provision of community infrastructure, where applicable; and
- high quality design outcomes for the public realm.





Map 13-4.2: Uptown Node Block and Road Concept Plan

## Appendix 2: Uptown Major Node – Official Plan Amendment – Response to Comments Summary

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
1	MHBC on behalf of 5081 Hurontario Limited Partnership (5081 HLP) dated October 15, 2020	(1) Request to correct future pedestrian connection depicted on Block and Road Concept Plan at 5081 Hurontario Street.	(1) Staff reviewed the development application and confirmed advice from MHBC.	(1) Update the Block and Road Concept Plan to reflect correct location of the future pedestrian connection at 5081 Hurontario Street.
2	<p>Hurontario Centre Limited, owner of 5027 – 5035 Hurontario Street, letters dated October 15, 2020, and October 23, 2020</p> <p><i>Met on November 2, 2020 to discuss comments / provide further clarification</i></p>	(1) Request for increased building heights at important locations / intersections (e.g. Hurontario Street and Eglington Avenue).	(1) The current policy framework permits 25 storey towers, with the opportunity to develop taller buildings if certain criteria are met. Staff consider that the existing height permissions are sufficiently robust. Requests to further increase height permissions can be made through the site-specific Official Plan Amendment process.	(1) No action required
		(2) Concern that office and retail retention policies (13.4.3.3) do not provide sufficient flexibility through the redevelopment process.	(2) The policies require that existing office space be retained or replaced as part of a redevelopment. The policies also protect the existing retail services. Specifically, redevelopments that propose a reduction in retail square footage must demonstrate that they will not compromise existing retail function.	(2) Minor wording amendment to clarify policy intent.
		(3) Concern that draft policy wording relating to transparent glass may not be	(3) The policies seeks to contribute to a high quality public and private realm. Transparent vision glass on building frontages will provide for a more animated street edge.	(3) Minor wording amendment to clarify policy intent and only require transparent glass “where appropriate.”

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
2	Hurontario Centre Limited, owner of 5027	achievable (13.4.4.3).		
		(4) Request Policy 13.4.5.2.a be amended to permit private roads.	(4) Policy 13.4.5.2.a signals that it is the City's strong preference to secure public roads in Uptown. However, the subsequent policy (13.4.5.3) outlines the criteria for when the City will consider permitting a private road.	(4) Minor wording amendment to clarify policy intent.
		(5) Concern that draft policy wording requiring "maximum sun exposure onto parkland" may not be achievable.	(5) Buildings should be located in order to minimize shadow impacts and maximize opportunities for sunlight exposure in accordance with the <i>City of Mississauga's Standards for Shadow Studies</i> .	(5) Amend Policy 13.4.6.4 to clarify that developments should "maximize" sunlight onto parkland.
3	Peel District School Board, via email, dated October 22, 2020	(1) PDSB expressed a preference to have a school site in the community it serves. Walking to school is encouraged.	(1) The PDSB has legislative mechanisms it can use to secure school sites. The proposed policies aim to improve the pedestrian experience and comfort within the Uptown Node.	(1) No action required
		(2) Expressed that Policy 13.4.7.2 could impact school size/configuration.	(2) Policy 13.4.7.2 is a broad policy with an "encourage" standard intended to promote more compact forms of "community infrastructure," it is not limited to school sites.	(2) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
4	<i>Met with Pinnacle representative, (owner of 5044 Hurontario St, 35-65 Watergarden Dr), via virtual meeting on October 1<sup>st</sup>, 2020</i>	(1) Request to include pedestrian connection, currently under construction, north of Watergarden Drive connecting to Four Springs Ave and the pedestrian bridge connecting over Cooksville Creek, near Little Creek Road.	Staff consider the addition of these existing amenities and connections will help to illustrate Uptown Node's broader pedestrian and parkland network.	Amend the Block and Road Concept Plan to show additional future and existing pedestrian connections and parkland.
		(2) Request to show Park #525, on the Block and Road Concept Plan.		
5	General public comments  <i>Collected via Virtual Community Meeting held on October 5, 2020 and online Comment Form</i>	(1) Expressed desire for more mixed use and non-residential development in the Uptown Node.	(1) The City's Official Plan identifies Uptown as a Major Node and envisages it as a Regional Centre with a mix of residential and commercial development.  The proposed policies encourage employment and mixed use development in Uptown. The policies further require the retention of non-residential space as part of any redevelopment.	(1) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		(2) Concern with pedestrian connectivity and safety crossing large roads.	<p>(2) The proposed policy amendments include a Block and Road Concept Plan, which identifies future road and pedestrian connections in order to develop a finer grained road network, break up large blocks, and create a permeable system of streets to support a well-connected and walkable community.</p> <p>The proposed policies also require new developments considers their impact on the public realm / streetscape in order to enhance the pedestrian experience.</p>	(2) No action required
		(3) Request for connection to Cooksville Creek be shown on Block and Road Concept Plan.	(3) Showing existing connections on the Block and Road Plan will help to illustrate the broader pedestrian network in the Uptown Node.	(3) Amend the Block and Road Concept Plan to show pedestrian bridge over Cooksville Creek
		(4) Request for a range of housing options including affordable and rental housing.	(4) The proposed policies encourage a range of housing choices in terms of unit type, unit size, tenure, and price. Inclusionary zoning will be considered in Uptown following the completion of the Region's Major Transit Station Area delineation process.	(4) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
6	Staff Comments	(1) Consider revision of proposed 'Guiding Principles' section to be in line with similar sections in the Official Plan	(1) The 'Guiding Principles' section could be renamed 'Introduction' to be consistent with similar policy frameworks in the Official Plan	(1) Rename Section 13.4.1 'Introduction'
		(2) Consider revision of maximum heights for lands designated Residential Medium Density to be consistent with the Official Plan	(2) Increasing the maximum building height on lands designated Residential Medium Density from three storeys to four storeys will provide greater consistency in the Official Plan between the Uptown Node and other like areas.	(2) Amend policy 13.4.3.4 t
		(3) Consider clarification of urban design policies related to street hierarchy	(3) The street hierarchy policies intend to contribute to a more tailored and appropriate design response for new developments in the Uptown Node.	(3) Minor wording amendment to 13.4.4.3.a, 13.4.4.3.b and 13.4.4.3c to clarify policy intent.
7	Councillor Damerla (Ward 7)	(1) Questioned process to secure future parkland in the Uptown Node.	(1) Staff anticipate parkland will be secured through the development application processes by making use of parkland dedication and/or through purchase, land dedication, or agreements with land owners, where appropriate.	(1) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		(2) Questioned how high rise developments can better transition to established low density residential neighbourhoods.	(2) Staff note that the existing policy and zoning provisions require lower-scale development at the edges of the Uptown Node to help with transitions to surrounding low-density neighbourhoods.	(2) No action required
8	Councillor Dasko (Ward 1)	(1) Concern that future development will not have retail or office uses.	(1) The policies aim to address this imbalance by encouraging non-residential uses in Uptown. The policies further require that non-residential space be retained / replaced as part of any redevelopment. In addition, current zoning provisions generally require retail at grade.	(1) No action required
		(2) Question about existing densities (people and jobs per hectare) in the Uptown Node and how these densities will increase based on projected growth.	<p>(2) Uptown has almost achieved the mandated minimum density target set by the Province, with an existing density of 148 ppj/ha.</p> <p>If the population of Uptown reaches 25,000 the density would be roughly 295 ppj/ha, which aligns with the top end of the aspirational target set in the City's Official Plan for Uptown to reach 200-300 ppj/ha.</p> <p>Over the longer term, the City can continue to review its density</p>	(2) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
			target for Uptown and determine if further adjustments are required.	
9	Councillor Kovac (Ward 4)	(1) Questioned how the future Hurontario LRT would impact traffic flow	<p>(1) The proposed policies seek to create a finer grained road network to provide more route options and reduce pressure on the Eglinton and Hurontario intersection.</p> <p>To reduce congestion in Uptown Node a mode shift towards transit and more active forms of transportation is required. The new LRT is expected to help foster this shift.</p>	(1) No action required
		(2) Questioned what school requirements are needed for Uptown	<p>(2) The PDSB has identified an immediate need for an elementary school to serve Uptown Node and the Hurontario corridor.</p> <p>The PDSB has legislative mechanisms it can use to secure school sites. The proposed policy amendments encourage innovative partnerships in Uptown, along with opportunities to share community infrastructure and facilities, where practical.</p> <p>The requirement for development master plans on large sites should</p>	(2) No action required



Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
			also assist in the identification of school sites.	
10	Councillor Parrish (Ward 5)	(1) Consider including density policies that favour tall, slender buildings	<p>(1) The physical form, relationship among buildings and the quality of the built environment are considered in <i>Chapter 9 Build a Desirable Urban Form, 9.2.1 Intensification Areas</i> of the Mississauga Official Plan. These policies also apply to the Uptown Major Node and encourage well-designed buildings, and discourage visual bulk. Further policies relating to the design of tall buildings could be developed as part of the City's Official Plan review process.</p> <p>Staff consider that the existing height and density regime in Uptown is sufficiently robust. Requests to vary height or density can be considered through the development approvals process.</p>	(1) No action required
		(2) Comment that nearby St Gertrudes School has closed and suggestion that it	(2) The proposed policies encourage innovative partnerships in the delivery of community infrastructure.	(2) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		could help to serve Uptown.	<p>City staff will follow up with Councillor Parrish to better understand the opportunity presented by St Gertudes school.</p> <p>The City will continue to work in partnership with Peel's school boards.</p>	
		(3) Questioned the need for further offices within the Uptown Node.	<p>(3) Proposed policies apply an "encourage" standard in promoting new office space.</p> <p>While Staff would like to see new standalone offices developed in the Node, currently the market for these uses is not strong in the area. Uptown's proximately to the Gateway area - where residential uses are not permitted and land values are less - is a major factor. Mixed-use buildings provide a better opportunity to increase office space in the short-term.</p>	(3) No action required



October 15, 2020

**Mayor Crombie and Members of Mississauga City Council**

Attention: Development Assistant  
c/o Planning and Building Department – 6th Floor  
300 City Centre Drive  
Mississauga, Ontario  
L5B 3C1

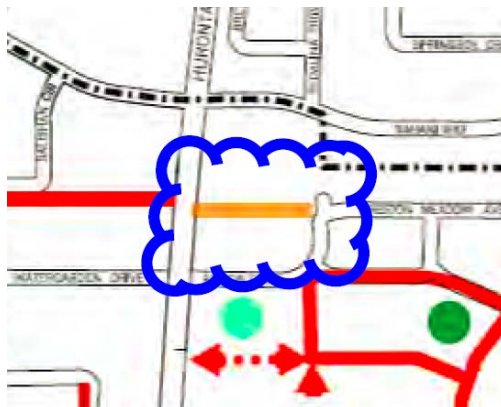
Dear Mayor Crombie and Members of Council:

**RE: PUBLIC MEETING INFORMATION REPORT – ITEM 4.3  
MISSISSAUGA OFFICIAL PLAN AMENDMENT FOR  
UPTOWN MAJOR NODE CHARACTER AREA  
OUR FILE 1512Q**

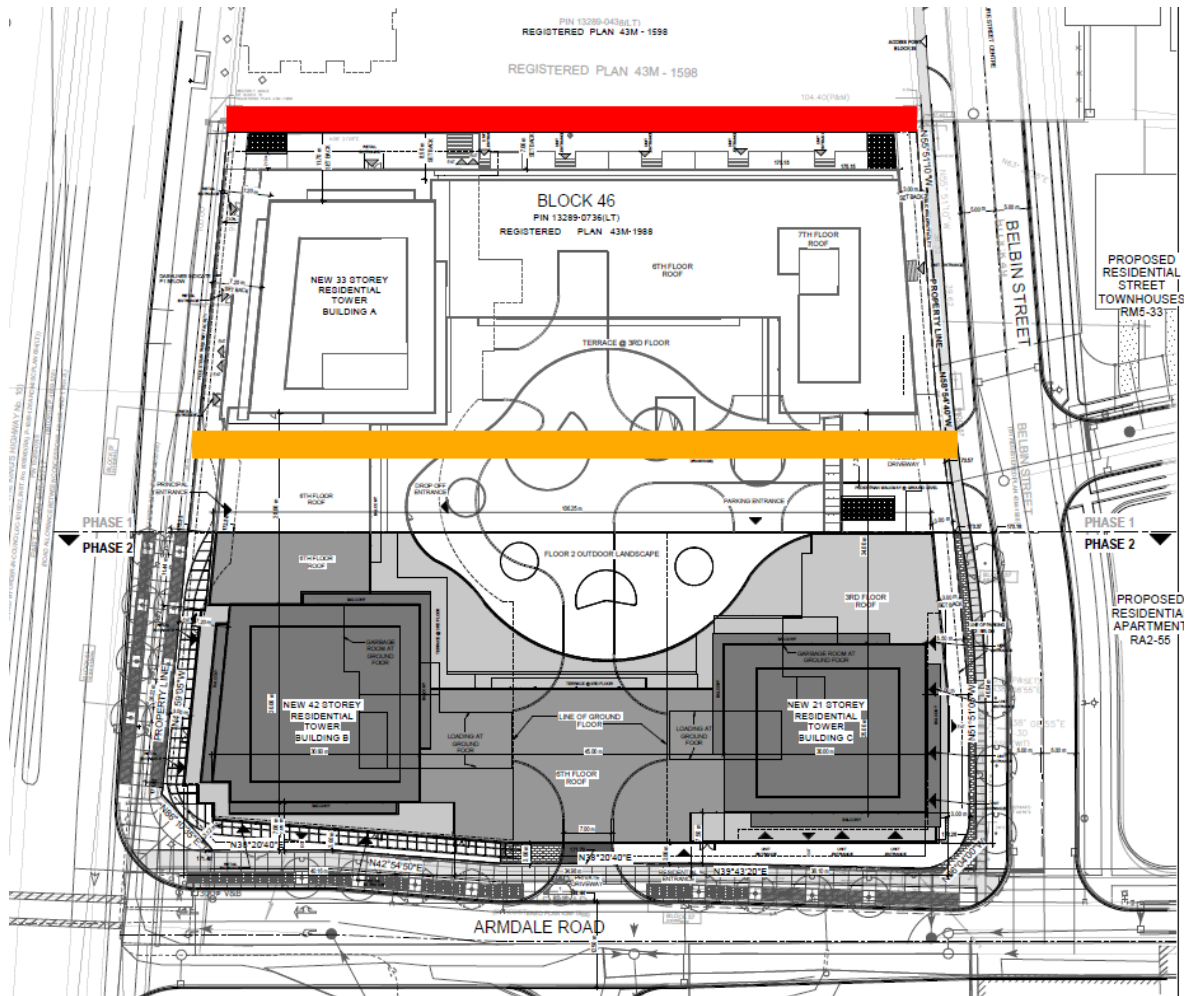
We are the planning consultants for 5081 Hurontario Limited Partnership ("5081 HLP").

5081 HLP owns the property municipally addressed as 5081 Hurontario Street (the "Property"). 5081 HLP is currently developing the Property in a phased approach for a mixed use, high density project.

The proposed Official plan Amendment includes Map 13-4.2 entitled "Uptown Node Block and Road Concept Plan" which depicts a "Future Pedestrian Connection" crossing through the middle of the Property as shown below (bubbled yellow line):



This Future Pedestrian Connection runs through the middle of the Property which area is the main vehicular entrance to the Property, leading to parking and loading areas. See yellow line below showing the proposed location of the Future Pedestrian Connection.



Instead of the location as shown on Map 13-4.2, we believe that the location should be moved further north to reflect the location of the agreed to and approved by the City in connection with the 8 Nahani development and that of the Property. See location noted in red above.

Please call if you have any questions regarding the above.

Thank you.

Yours truly,

**MHBC**

David A. McKay, MSc, MLAI, MCIP, RPP  
Partner and Vice President

cc: Clients, Barry Horosko

## HURONTARIO CENTRE LIMITED

2751 Bloor Street West, Toronto, ON, M8X 1A6

October 15, 2020

**VIA EMAIL**

***deputations.presentations@mississauga.ca***

Planning and Development Committee  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON  
L5B 3C1

Attention: Chair and Members of the Planning and Development Committee

**Re: Uptown Major Node Character Area - Draft Official Plan Amendment  
Planning and Development Committee - Public Meeting  
City File: CD.03-UPT W4 and W5**

We are the owners of the lands known municipally as 5027-5035 Hurontario Street. The property is approximately 5.4 acres and is located at the northeast corner of Hurontario St. and Eglinton Ave. E. We acquired the lands approximately 25 years ago and built the retail centre that now exists.

As the Uptown Major Node lands mature and urbanize all around us, it is our intention to submit an application in the coming months to redevelop the property in keeping with this rapid urbanization.

Accordingly, we would like the opportunity to meet with Staff to discuss the draft Official Plan policies further, and reserve the right to make further submissions at a later date.

Yours truly,

**HURONTARIO CENTRE LIMITED**



H. Scott Rutledge, President

cc. Andrew Whittemore, Commissioner, Planning & Building, City of Mississauga  
Mojan Jianfar, Planner, City Planning Strategies, City of Mississauga  
Michael Baker, Hurontario Centre Limited

**HURONTARIO CENTRE LIMITED**

2751 Bloor Street West, Toronto, ON, M8X 1A6

October 23, 2020

**VIA EMAIL**

City of Mississauga  
300 City Centre Drive  
Mississauga, ON  
L5B 3C1

Attn: Mojan Jianfar, Planner, City Planning Strategies

Dear Ms. Jianfar:

**Re: Comments re Draft Official Plan Amendment (City File: CD.03-UPT W4 and W5) Uptown Major Node Character Area as they apply to 5027-5035 Hurontario Street**

We are the owners of the lands known municipally as 5027-5035 Hurontario Street, located at the northeast corner of Hurontario Street and Eglinton Avenue. The property is approximately 5.4 acres and is currently developed with a retail shopping centre of approximately 62,000 sq. ft.

On October 15, 2020, we provided preliminary comments in writing on the Uptown Node Character Area Draft Official Plan Amendment (OPA). At this time we are writing to provide additional comments as follows:

**General Comments**

While we understand that staff is of the view that the current height limit of 25 storeys within the node is sufficiently robust, certain parts of the node are inevitably more prominent than others and a policy that provides for increased building heights at such important locations should be included in the OPA. In this regard, the intersection of Hurontario Street and Eglinton Avenue is without question the centre point of the node: densities and building heights well in excess of the 25-storey limit should not only be provided for but should also be encouraged.

**Comments on Specific Policies**

- Policy 13.4.3.3 - As the Uptown Node intensifies over the longer term, it is likely that the marketplace for retail and commercial space will have changed and may not support the same amount of commercial floor space that exists today. Quite simply, we believe that there should be flexibility built into the policy to account for this, and request that staff amend the policy accordingly;

- Policy 13.4.4.3.a.iii - We request that this policy be amended as follows: "~~a high percentage of~~ transparent vision glass along the street edge, **where possible.**" Especially where the city is encouraging retail uses on the ground floor, the ultimate test should be the overall quality of urban design, and transparent vision glass is only one of the measures;
- Policy 13.4.5.2.a - It is not clear whether this policy refers to the existing road network or the proposed / conceptual roads shown on Map 13-4.2. If this policy is referring to the proposed / conceptual roads, we request that the policy be amended as follows: "All roads shown should be public, **unless arrangements for private roads are made that are satisfactory to the City;**"
- Policy 13.4.6.4 - We request clarification as to what is meant by "maximum sun exposure onto parkland". Our understanding is that "maximum sun exposure" literally means that no shadows should occur at any time of the day and this may well be impossible to achieve, thus unjustly neutralizing a significant part of any given property;

Should you have any questions or require any other information with respect to our comments, please let us know.

Yours truly,

**HURONTARIO CENTRE LIMITED**



Ian W.D Rutledge, M.Pl.

cc. Katherine Morton, Manager, Planning Strategies, City of Mississauga  
Michael Baker, Hurontario Centre Limited  
Scott Rutledge, Hurontario Centre Limited

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## Planning and Development Committee

**Date:** **October 19, 2020**

**Time:** **6:02 PM**

**Location:** **Council Chambers, Civic Centre, 2nd Floor**  
**300 City Centre Drive, Mississauga, Ontario, L5B 3C1**  
**And Online Video Conference**

Members Present	Mayor Bonnie Crombie	
	Councillor Stephen Dasko	Ward 1
	Councillor Karen Ras	Ward 2
	Councillor Chris Fonseca	Ward 3
	Councillor John Kovac	Ward 4
	Councillor Ron Starr	Ward 6
	Councillor Dipika Damerla	Ward 7
	Councillor Matt Mahoney	Ward 8
	Councillor Sue McFadden	Ward 10
	Councillor George Carlson	Ward 11 (Chair)
	Councillor Carolyn Parrish	Ward 5 (ex-officio)

### Staff Present

Mr. Andrew Whitemore, Commissioner, Planning & Building  
 Ms. Lia Magi, Legal Counsel  
 Mr. Chris Rouse, Director, Development and Design  
 Mr. Jason Bevan, Director, Planning Strategies  
 Ms. Sangita Manandhar, Team Leader, Park Assets  
 Ms. Lin Rogers, Manager, Transportation Projects  
 Ms. Emma Calvert, Manager, Engineering and Construction  
 Mr. Stephen Sterling, Manager, Special Projects,  
 Mr. Romas Jukevics, Manager, Planning Programs  
 Ms. Katherine Morton, Manager, Planning Strategies  
 Ms. Sacha Smith, Manager, Legislative Services and Deputy Clerk  
 Ms. Angie Melo, Legislative Coordinator



- 
1. CALL TO ORDER - 6:02 PM
  2. DECLARATION OF CONFLICT OF INTEREST - Nil
  3. MINUTES OF PREVIOUS MEETING
  - 3.1 Planning and Development Committee Draft Minutes - September 28, 2020  
Approved (Councillor K. Ras)
  4. MATTERS CONSIDERED
  - 4.1 PUBLIC MEETING INFORMATION REPORT (WARDS 1-11)

City Initiated Amendments for D (Development) Policies and Zone  
File: CD.02-MIS

Stephen Sterling, Manager, Special Projects, provided an overview of the City initiated Amendments for D Development Policies and Zone Regulations.

In response to Councillor Ras' inquiry regarding whether the amendments would apply to a vacant property at Clarkson Road and Balsam Avenue, to obtain a minor variance, Stephen Sterling, Manager, Special Projects, explained that proposed policy changes would not apply to the vacant property, and further, explained that there are environmental issues at that property.

In response to Councillor Damerla's inquiry regarding the placement of a sign at a property in her Ward, Chris Rouse, Director, Development and Design advised that the designation on individual properties are not being changed, just the policies within the Official Plan; therefore, an application for a sign variance would have to be made.

In response to Councillor Dasko's inquiry regarding a property in his Ward that has residents on one side and a business to the rear, Chris Rouse advised that the policy changes would allow for staff and the Committee of Adjustment to assess the proposal, and further noted that there may have been a change to ownership of this particular property, and may not be an issue; however, staff would have to review it.

#### RECOMMENDATION PDC-0037-2020

That the report dated September 25, 2020 from the Commissioner of Planning and Building regarding proposed amendments to Development Zone Provisions and Policies in Section 19.11 of Mississauga Official Plan and Section 12.3 of Zoning By-law 0225-2007, be received for information.

YES (11): Mayor Crombie, Councillor S. Dasko, Councillor K. Ras, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor D. Damerla, Councillor M. Mahoney, Councillor S. McFadden, Councillor G. Carlson , and Councillor C. Parrish

Carried (11 to 0)

4.2 PUBLIC MEETING INFORMATION REPORT (WARD 2)  
Southdown Local Area Plan – City Initiated Official Plan Amendment

Romas Jukevnics, Manager, Planning Programs, provided an overview of the Southdown Local Area Plan, City initiated Official Plan.

In response to Councillor Ras' inquiry on ways to expedite this initiative at the Region, Romas Jukevnics, Manager, Planning Programs advised that staff have been in discussions with the Region and have a meeting scheduled at the end of the month to discuss timelines.

Andrew Whittemore, Commissioner, Planning and Development suggested Councillor Ras raise this matter at the Region.

Councillor Ras, advised that she and Councillor Fonseca would bring forward a Motion on this matter at the next Regional meeting.

RECOMMENDATION PDC-0038-2020

1. That the report titled "Southdown Local Area Plan – City Initiated Official Plan Amendment" dated October 5th, 2020 from the Commissioner of Planning and Building be received for information.
2. That submissions made at the Planning and Development Committee Public Meeting held on October 19, 2020, regarding the report titled "Southdown Local Area Plan - City Initiated Official Plan Amendment," dated October 5th, 2020 from the Commissioner of Planning and Building, be received.
3. That Staff report back to the Planning and Development Committee on the submissions

made from the public, and comments made from circulated departments and agencies, regarding the proposed changes, outlining any modifications to the original proposed amendment, as necessary.

YES (11): Mayor Crombie, Councillor S. Dasko, Councillor K. Ras, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor D. Damerla, Councillor M. Mahoney, Councillor S. McFadden, Councillor G. Carlson , and Councillor C. Parrish

Carried (11 to 0)

4.3 PUBLIC MEETING INFORMATION REPORT (WARD 4 AND WARD 5) – Mississauga  
Official Plan Amendment for the Uptown Major Node Character Area

Katherine Morton, Manager, Planning Strategies, provided an overview of the Official Plan Amendment for the Uptown Major Node Character Area.

In response to Councillor Damerla's inquiry regarding how the numbers reflected on the proposed growth and development's existing zoning and current trajectory, were arrived at, green space and transitional plans, Katherine Morton, Manager, Planning Strategies explained that in testing levels of infrastructure, they looked at what was the upper limit and modelled various scenarios, reviewed the cumulative impact of growth in the area, received feedback from various city departments, school boards and service providers, and noted that even with the higher population, that the infrastructure constraints were not much. Ms. Morton also noted that a traffic assessment was conducted and identified some issues with the level of congestion, which is why a finer grain network is being proposed to alleviate pressure and allow local traffic to move. Further, Ms. Morton explained that parkland would be secured through the development application process, parkland dedication requirements in the *Planning Act*; and, that the existing Transitional Policies in the Uptown Node Policy Framework will remain in place.

In response to Councillor Dasko's inquiry regarding how large an area has to be before a Master Plan is deemed necessary, and the projection of job growth, Katherine Morton, Manager, Planning Strategies, explained that the policy does not specify a size and that the Planner, through meetings with the applicant during the pre-application process, determines the necessity for a Master Plan. Further, Ms. Morton explained the outcome of the range of different scenarios tested and noted that the main growth is residential and that job growth was modest, and that the focus was to retain existing space to protect existing jobs and encourage future employment.

Andrew Whittemore, Commissioner, Planning and Development noted that there is an overriding policy within the Official Plan, that any major node has a resident to jobs ratio and that this is what we are trying to achieve and we are on track; however, we will continue to negotiate office development, which is now more of a conversation given the current pandemic.

In response to Councillor Kovac's inquiry regarding traffic flow current trajectory, Lin Rogers, Manager, Transportation Projects advised that a review of the future road network and the Light Rail Transit (LRT) did establish that it requires a finer grain network and a significant increase in mode split in order to accommodate and improve capacity constraints until 2041.

In response to Councillor Kovac's inquiry regarding requirements for an additional school in the area, Katherine Morton, Manager, Planning Strategies advised that the Peel District School Board is in immediate need of a new facility to service the Hurontario corridor based on the current population.

Councillor Parrish spoke regarding the amenities at Fairwind Park, that is scheduled to open in 2021, and thanked Pinnacle for their contribution. Councillor Parrish further spoke to the importance of affordable housing especially along the LRT; expressed concern with the building height policies not amended, and asked staff to review the density of occupancy of the recently approved buildings that at approximately 32 storeys; and the repurposing of schools that have recently closed.

In response to Councillor Carlson's inquiry whether we are developing a method to consider persons working from home being counted as employment, Andrew Whittemore, Commissioner, Planning and Development, explained that the way employment is measured and scaled is based on how the growth plan and Provincial Legislation defines employment, which is a challenge as the Province does not view retail and home base businesses as employment. Mr. Whittemore noted that developers are looking at incorporating working space amenities for future developments.

Councillor McFadden commented on the development of mobile office spaces in new condominium developments and is in support of this city initiative and looks forward to developing this initiative in her Ward along Ninth Line.

In response to Councillor Parrish's inquiry regarding incentives for development of rental buildings and the consideration for fast tracking rental building applications, Chris Rouse, Director, Development and Design confirmed that they are currently fast tracking all applications and reported that there has been an increase of rental applications. Jason Bevan, Director, City Planning Strategies, advised that there has been provincial changes with respect to development charges where the interest being deferred for any non-profit rental buildings over a period of 25 years, and profit rentals over 5 years, and consideration of not requiring inclusionary zoning for rental buildings are a couple of incentives being considered to encourage affordable housing.

#### RECOMMENDATION PDC-0039-2020

1. That the report titled "Mississauga Official Plan Amendment for the Uptown Major Node Character Area" dated October 5, 2020 from the Commissioner of Planning and Building, be received for information.
2. That the submissions made at the Public Meeting held on October 19, 2020 to consider the report titled "*Mississauga Official Plan Amendment for the Uptown Major Node Character Area*" dated October 5, 2020, from the Commissioner of Planning and Building, be received.

YES (11): Mayor Crombie, Councillor S. Dasko, Councillor K. Ras, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor D. Damerla, Councillor M. Mahoney, Councillor S. McFadden, Councillor G. Carlson, and Councillor C. Parrish

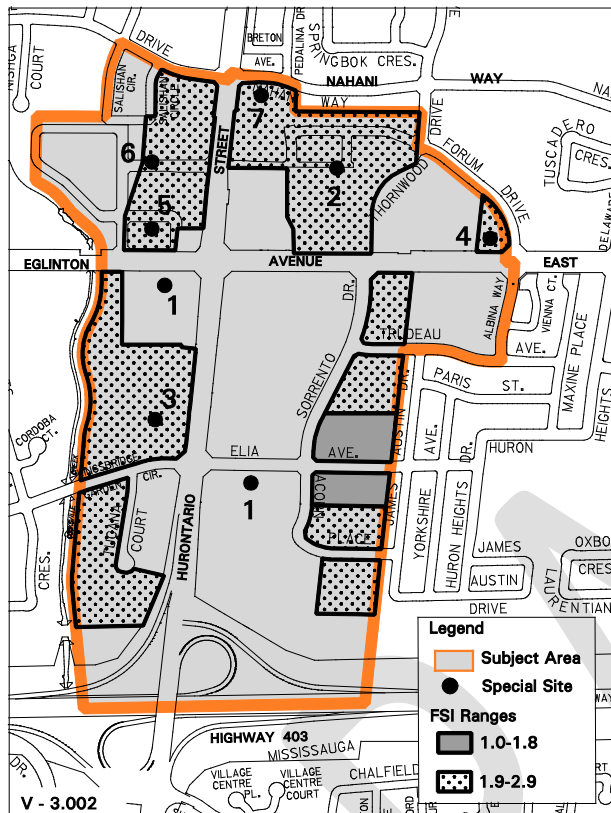
Carried (11 to 0)

5. ADJOURNMENT - 7:20 PM (Councillor M. Mahoney)

## Appendix 5: Uptown Major Node Character Area – Draft Official Plan Amendment with Revisions

Draft policies are shown in red; revised text is highlighted in grey; deleted text is shown as ~~strikeouts~~; existing policies are in black.

### 13.4 Uptown



Map 13-4-1: Uptown Major Node Character Area

#### 13.4.1 Introduction

Uptown will evolve to be a connected community that supports walking, cycling, transit and vehicular options for people of all ages to get around.

Uptown will support a vibrant public and private realm with a mix of offices, retail uses and a range of employment opportunities, along with medium to high density residential development.

Uptown will incorporate a high quality and well-designed network of parkland, and new development will consider environmental sustainability.

Uptown will also evolve with the support of innovative partnerships, where they will benefit the community.

#### 13.4.2 Housing

13.4.2.1 Uptown is encouraged to develop with a range of housing choices in terms of unit type, unit size, tenure, and price, to accommodate changes in community needs over time.

13.4.2.2 Mississauga will encourage the provision of affordable housing, and in particular, affordable rental housing and apartments with two or more bedrooms.

13.4.2.3 Mississauga will encourage partnerships and collaborations to support the creation of affordable housing in Uptown.

#### 13.4.3 Land Use

13.4.3.1 Uptown will be developed as a compact, mixed use community that supports offices, retail uses and a range of employment opportunities.

13.4.3.2 Redevelopment that results in a loss of office floor space will not be permitted, unless ~~it can~~ be demonstrated that the office floor space ~~is~~ will be replaced as part of the redevelopment.

13.4.3.3 Redevelopment that results in a loss of retail and service commercial floor space will not be permitted, unless it can be demonstrated that the planned function of the ~~existing~~ non-residential component will be maintained or replaced as part of the redevelopment ~~during and after redevelopment~~.

~~13.4.2.1~~ 13.4.3.4 For lands designated Residential Medium Density, building heights will not exceed ~~three~~ four storeys.

### ~~13.4.1~~ 13.4.4 Urban Design

~~13.4.1.1~~ To enhance a sense of community, it is proposed that a number of major **streetscapes** be developed in a manner that will impart a sense of character and identify major geographic areas of the Character Area.

~~13.4.1.2~~ Community Form and Structure Uses along Hurontario Street should be integrated with the overall community design by providing for:

- ~~a. a graduated transition in development intensity and building scale; and~~
- ~~b. orientation of buildings, related open spaces and service functions to minimize visual and functional conflicts on abutting lands.~~

13.4.4.1 Built form in Uptown will create a sense of place, community and contribute to an improved quality of life.

13.4.4.2 Uptown will be developed to:

- a. create a fine-grain grid network of urban scale ~~land~~ blocks and streets;
- b. provide high quality design for streets and intersections that achieve definition, enclosure and comfort for pedestrians and street life;
- c. incorporate landscaping, street furniture, street trees, lighting systems and signage to animate roads and create a positive pedestrian, cycling and transit-oriented experience; and
- d. incorporate and integrate on-street parking into streetscape design, as appropriate, to balance the needs of all modes of

transportation and the public realm that share the right-of-way.

13.4.4.3 Buildings ~~shall~~ will be designed to consider the street hierarchy and streetscape, as follows:

- a. High priority streets: High priority streets are major roads and streets that may front onto public amenities, open spaces or parks. High priority streets will have the highest standard of design in the public and private realms, with a mixture of uses and pedestrian oriented built form. Building frontages on high priority streets will be developed to incorporate:
  - i. commercial uses at grade, where appropriate;
  - ii. connections to parks, public spaces and retail uses at grade, where appropriate; and
  - iii. a substantial amount of transparent vision glass at grade, where appropriate.
- b. Residential streets: Residential streets primarily support housing and local connectivity. Residential streets will be designed to ensure a quality pedestrian environment. Building frontages on residential streets will incorporate residential units at grade that provide direct access to the street, where appropriate. Buildings will contribute to a quality public and private realm.
- c. Service streets: Service streets will provide necessary access to parking facilities, loading, service and utility areas serving development blocks. Buildings will accommodate for service and vehicular access, and utilities along service streets.

13.4.4.4 Developments are encouraged to incorporate sustainable measures in their designs and consider opportunities to reduce Green House Gas (GHG) emissions and improve storm water management.

### **13.4.3 13.4.5 Transportation**

~~13.4.3.1~~ 13.4.5.1 South of the Character Area between the utility corridor and Highway 403, a new east-west roadway is proposed to provide access to the Downtown area. The proposed Highway 403 North Collector would be connected to Highway 403 west of Hurontario Street and east of Mavis Road and would be developed within the Parkway Belt West corridor as a one-way westbound two lane roadway with grade separations at Hurontario Street, Duke of York Boulevard, Confederation Parkway, the Highway 403/Mavis Road westbound off-ramp, and Mavis Road. ~~In addition, ramp connections would be provided at Duke of York Boulevard and Confederation Parkway to provide access to and from the Downtown road network.~~

#### *Road Network*

13.4.5.2 The road network identified in Map 13-4.1 will provide connectivity and a fine grained multi-modal network to encourage walking and cycling within the Node.

- a. All roads shown ~~should~~ will be public.
- b. The design, access requirements and public/private responsibilities for roads and pedestrian connections will be determined through the development application process.
- c. Adjustments to the road network may be made without amendment to Map 13-4.1 at the City's discretion to accommodate block

development, while maintaining the goal of breaking up large blocks with roads and pedestrian easements.

13.4.5.3 Notwithstanding 13.4.5.2.a., a limited number of private roads may be considered subject to the following:

- a. public easements will be required;
- b. required right-of-way widths for the classification of the road that is constructed will be provided; and
- c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.

13.4.5.4 Future additions to the road network will be public roads, unless arrangements for private roads are made that are satisfactory to the City.

13.4.5.5 New roads will connect to ~~and align with~~ existing roads in surrounding neighbourhoods.

#### *Road Design*

13.4.5.6 Roads will be designed as complete streets. New roads will be designed to incorporate active transportation and transit infrastructure. Existing arterial and collector roads dissecting and surrounding the Character Area will be redesigned to incorporate active transportation and transit infrastructure, as appropriate.

13.4.5.7 Vehicular access from roads will be coordinated and consolidated in order to minimize driveways and disruption to pedestrians, cyclists and transit.

13.4.5.8 Pedestrian and cycling connections to transit facilities will be prioritized.

13.4.5.9 Transit stations and facilities will be incorporated into redevelopment plans adhering to the standards of the applicable transit agency.

13.4.5.10 Bicycle parking will be required and should be located throughout the Character Area and at transit facilities.

13.4.5.11 Cycling facilities will be incorporated per the Mississauga Cycling Master Plan. The City may in the future identify secondary cycling routes to be integrated with the design of the public realm.

13.4.5.12 Development applications will be accompanied by traffic impact studies and/or parking utilization studies that will address, among other things, strategies for limiting impacts on the transportation network such as:

- a. transportation demand management;
- b. transit oriented development and design;
- c. pedestrian/cycling connections; and
- d. access management plan.

13.4.5.13 The City may consider alternative road design standards to achieve community design objectives.

~~13.4.5.14 A study of Eglinton Avenue may be undertaken in the future to examine increased transit service and/or higher order transit to support growth along the corridor.~~

#### *Parking*

13.4.5.14 Underground parking is preferred, however, where above grade parking structures are permitted they will be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure. Along prominent streets, parking structures should

be screened by buildings that incorporate a mix of uses between the parking structure and the street.

13.4.5.15 Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off areas for point delivery services.

13.4.5.16 Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate.

### **13.4.6 Open Space Network**

13.4.6.1 The park network identified in Map 13-4.1 will form a connected parkland system that ~~that~~ is green, safe, attractive, and supports a range of social and recreation activities. The location, configuration and size of the parkland block(s) will be determined in conjunction with the development application process.

13.4.6.2 Parkland should be designed and located to create a central focus for Uptown. Parkland may also provide gathering spaces and connections throughout Uptown, to existing and future open spaces, commercial developments, community facilities and to surrounding neighbourhoods.

13.4.6.3 Playgrounds should be provided within an unobstructed 400 m walking distance from residential areas within Uptown, unimpeded by major pedestrian barriers such as rivers or major roads.

13.4.6.4 Development that has frontage to a park ~~shall protect for maximum~~ will be built to maximize sun exposure onto parkland.



13.4.6.5 Publicly accessible private open spaces (POPS) may be incorporated into developments provided that:

- a. the design of private open space will integrate seamlessly with Uptown's parkland system, adjoining street network, and pedestrian environment;
- b. the private open space interfaces with existing and/or proposed development in a legible and cohesive manner; and
- c. the private open space is maintained as universally accessible and open to the public.

13.4.6.6 Notwithstanding 13.4.6.1 opportunities to obtain additional parkland and space for recreational and library services will be explored through purchase by the City, establishment of easements, land dedication, or future agreements with land owners, where appropriate, to ensure the adequate provision of community services parkland and open spaces.

### 13.4.7 Community Infrastructure

13.4.7.1 Mississauga will encourage partnerships and collaborations to identify needs and develop community infrastructure in Uptown.

13.4.7.2 Community infrastructure is encouraged to adopt a compact form.

### 13.4.8 Implementation

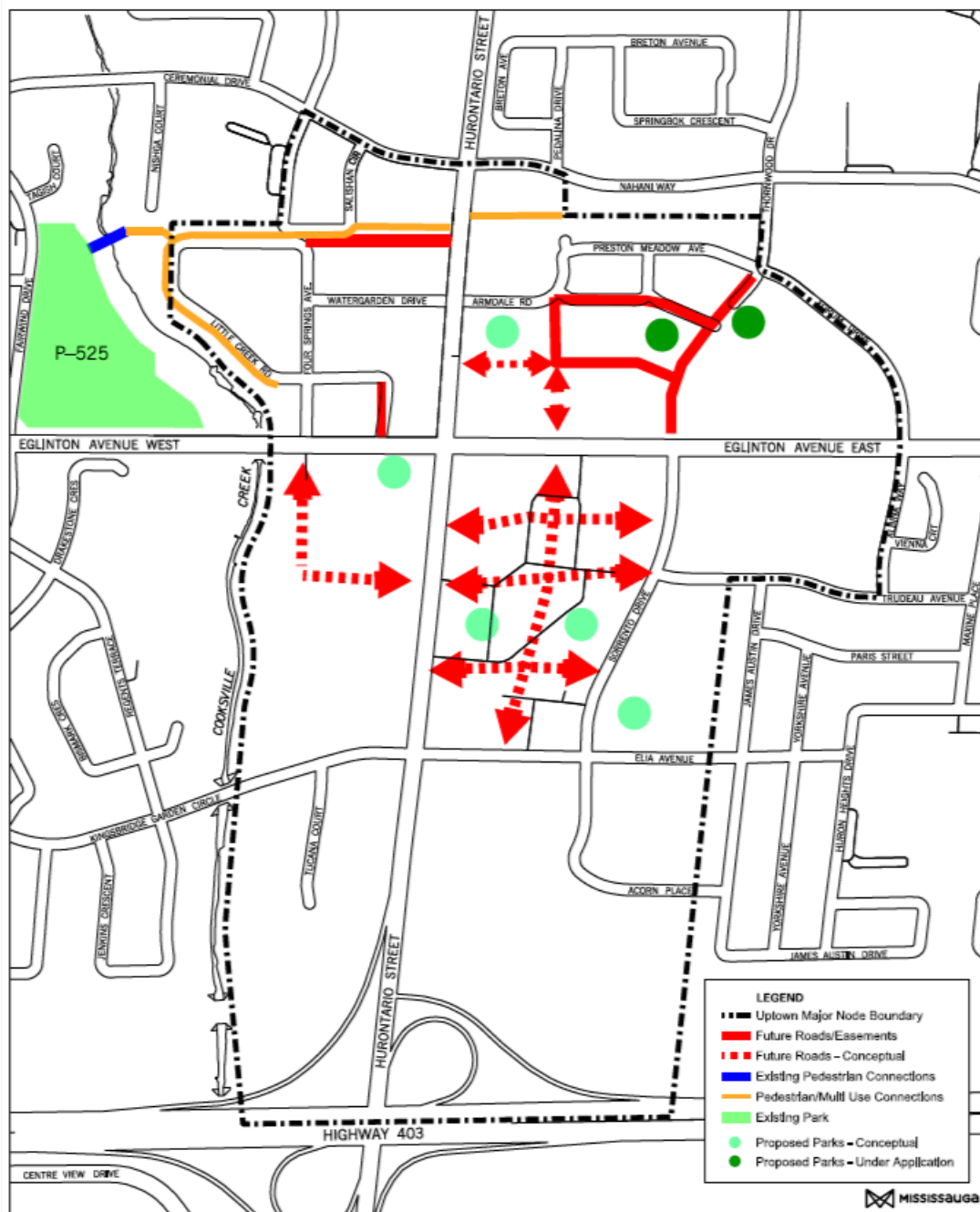
13.4.8.1 Development master plans may be required for large scale developments. The need for a development master plan will be determined through the pre-application meeting and in consultation with staff prior to development application submission.

13.4.8.2 The development master plan should provide a link between Official Plan policies, and

subsequent plans of subdivision, rezoning and site plan applications.

13.4.8.3 Development master plans and development applications will demonstrate how the proposal will contribute to the creation of a complete, healthy and connected community in Uptown. This includes, but is not limited to, consideration for how the new proposal supports:

- small block sizes and a fine grained road pattern;
- creation of the road network depicted in Map 13-4.1;
- creation of the park network identified in Map 13-4.1;
- provision of affordable housing;
- future provision of community infrastructure, where applicable; and
- high quality design outcomes for the public realm.



Map 13-4.1: Uptown Node Block and Road Concept Plan

**Appendix 6 – Planning Rationale for Proposed Amendments to Mississauga Official Plan (MOP), Chapter 13  
Major Nodes, 13.4 Uptown**

Section	Change	Proposed Changes to MOP	Planning Rationale
<b>13.4.1 Introduction</b>	<i>Added</i>	<p>13.4.1 Uptown will evolve to be a connected community that supports walking, cycling, transit and vehicular options for people of all ages to get around.</p> <p>Uptown will support a vibrant public and private realm with a mix of offices, retail uses and a range of employment opportunities, along with medium to high density residential development.</p> <p>Uptown will incorporate a high quality and well-designed network of parkland, and new development will consider environmental sustainability.</p> <p>Uptown will also evolve with the support of innovative partnerships, where they will benefit the community.</p>	The “Introduction” reinforces the importance of the Uptown Major Node Character Area (Uptown) as a focal point for the creation of a mixed use and complete community, where people have a range of transportation and employment options and access to public spaces and parkland. The policies also support innovative partnerships, and encourage people and organizations to work together strengthen the community.
<b>13.4.2 Housing</b>	<i>Added</i>	<p>13.4.2.1 Uptown is encouraged to develop with a range of housing choices in terms of unit type, unit size, tenure, and price, to accommodate changes in community needs over time.</p> <p>13.4.2.2 Mississauga will encourage the provision of affordable housing, and in particular, affordable rental housing and apartments with two or more bedrooms.</p> <p>13.4.2.3 Mississauga will encourage partnerships and collaborations to support the creation of affordable housing in Uptown.</p>	The “Housing” policies reinforce the City’s emphasis on achieving a diversity of housing types, including affordable and rental housing to meet the needs of many different households. Partnerships are also encouraged to help meet this objective.

## Appendix 6

Section	Change	Proposed Changes to MOP	Planning Rationale
13.4.3 Land Use	<i>Added</i>	<p>13.4.3.1 Uptown will be developed as a compact, mixed use community that supports offices, retail uses and a range of employment opportunities.</p> <p>13.4.3.2 Redevelopment that results in a loss of office floor space will not be permitted, unless the office floor space is replaced as part of the redevelopment.</p> <p>13.4.3.3 Redevelopment that results in a loss of retail and service commercial floor space will not be permitted, unless it can be demonstrated that the planned function of the non-residential component will be maintained or replaced as part of the redevelopment.</p>	<p>The “Land Use” policies promote mixed use development in Uptown. They are intended to reinforce existing Official Plan policies that identify Major Nodes as a focus for retail, service uses and community amenities.</p> <p>The policies require that existing office and lands designated for office space be protected in order to maintain the employment base in the Uptown Node, as well as support complementary uses and create the opportunity to reduce work trips.</p> <p>The policies also protect the existing retail services. Specifically, redevelopments that propose a reduction in retail square footage must demonstrate that they will not compromise existing retail function within Uptown.</p> <p>While new retail/service commercial and office uses in Uptown may be less financially viable than residential uses, combining non-residential and residential uses can achieve development viability. The amenity benefits of non-residential uses, particularly retail/service commercial, may enhance the attractiveness of the residential components for existing and new development.</p>
	<i>Amended</i>	13.4.3.4 For lands designated Residential Medium Density, building heights will not exceed four storeys.	This existing policy is amended to be consistent with other Residential Medium Density height limits in the Official Plan, in other parts of the city.
13.4.4 Urban Design	<i>Removed</i>	13.4.4.1 To enhance a sense of community, it is proposed that a number of major <b>streetscapes</b> be developed in a manner that will impart a sense of character and identify major geographic areas of the Character Area.	New policies expand on and replace this policy.

Section	Change	Proposed Changes to MOP	Planning Rationale
	<i>Removed</i>	<p>13.4.4.2 Community Form and Structure Uses along Hurontario Street should be integrated with the overall community design by providing for:</p> <ul style="list-style-type: none"> <li>a. a graduated transition in development intensity and building scale; and</li> <li>b. orientation of buildings, related open spaces and service functions to minimize visual and functional conflicts on abutting lands.</li> </ul>	New policies expand on and replace this policy.
<b>13.4.4 Urban Design</b>	<i>Added</i>	<p>13.4.4.1 Built form in Uptown will create a sense of place, community and contribute to an improved quality of life.</p> <p>13.4.4.2 Uptown will be developed to:</p> <ul style="list-style-type: none"> <li>a. create a fine-grain grid network of urban scale blocks and streets;</li> <li>b. provide high quality design for streets and intersections that achieve definition, enclosure and comfort for pedestrians and street life;</li> <li>c. incorporate landscaping, street furniture, street trees, lighting systems and signage to animate roads and create a positive pedestrian, cycling and transit-oriented experience; and</li> <li>d. incorporate and integrate on-street parking into streetscape design, as appropriate, to balance the needs of all modes of transportation and the public realm that share the right-of-way.</li> </ul>	<p>These policies intend to create a system of streets and blocks with frequent intersections and connections for pedestrians and cyclists. While these policies do not include a minimum block size, it is the intent that these policies help support the creation of blocks sizes that reflect Uptown's highly urbanized context.</p> <p>These policies, along with the "Transportation, Road Design" policies, focus on creating attractive pedestrian environments along streets through landscaping, street furniture and animation of these spaces as well as minimizing curb cuts by consolidating vehicular access points across sidewalks.</p>

## Appendix 6

Section	Change	Proposed Changes to MOP	Planning Rationale
<b>13.4.4</b> <b>Urban Design</b>	<i>Added</i>	<p>13.4.4.3 Buildings will be designed to consider the street hierarchy and streetscape, as follows</p> <ul style="list-style-type: none"> <li>a. High priority streets: High priority streets are major roads and streets that may front onto public amenities, open spaces or parks. High priority streets will have the highest standard of design in the public and private realms, with a mixture of uses and pedestrian oriented built form. Building frontages on high priority streets will be developed to incorporate: <ul style="list-style-type: none"> <li>i. commercial uses at grade, where appropriate;</li> <li>ii. connections to parks, public spaces and retail uses at grade, where appropriate; and</li> <li>iii. a substantial amount of transparent vision glass at grade, where appropriate.</li> </ul> </li> <li>b. Residential streets: Residential streets primarily support housing and local connectivity. Residential streets will be design to ensure a quality pedestrian environment. Building frontages on residential streets will incorporate residential units at grade that provide direct access to the street, where appropriate. Buildings will contribute to a quality public and private realm.</li> <li>c. Service streets: Service streets will provide necessary access to parking facilities, loading, service and utility areas serving development</li> </ul>	<p>These policies intend to contribute to a more tailored and appropriate design response for new developments in Uptown. Further they aim to strengthen the quality of the streetscape and public realm in order to provide a more comfortable, enjoyable and safe pedestrian environment, while establishing a sense of place and civic identify within Uptown.</p> <p>An applicant can gain advice on how to apply this street hierarchy to their individual sites through the development application process.</p>

## Appendix 6

Section	Change	Proposed Changes to MOP	Planning Rationale
		blocks. Buildings will accommodate for service and vehicular access, and utilities along service streets.	
<b>13.4.4 Urban Design</b>	<i>Added</i>	13.4.4.4 Developments are encouraged to incorporate sustainable measures in their designs and consider opportunities to reduce Green House Gas (GHG) emissions and improve storm water management.	This policy aims to achieve environmentally sustainable design to help address climate change by reducing greenhouse gas emissions and improving stormwater management, energy efficiency and water conservation.
<b>13.4.6 Transportation</b>	<i>Existing / Removed</i>	13.4.6.1 South of the Character Area between the utility corridor and Highway 403, a new east west roadway is proposed to provide access to the Downtown area. The proposed Highway 403 North Collector would be connected to Highway 403 west of Hurontario Street and east of Mavis Road and would be developed within the Parkway Belt West corridor as a one way westbound two lane roadway with grade separations at Hurontario Street, Duke of York Boulevard, Confederation Parkway, the Highway 403/Mavis Road westbound off ramp, and Mavis Road. <del>In addition, ramp connections would be provided at Duke of York Boulevard and Confederation Parkway to provide access to and from the Downtown road network.</del>	The last sentence of this existing policy to be removed as it relates to the Downtown Core road network and is addressed through the Downtown Local Area Plan.
<b>13.4.6 Transportation</b>	<i>Added</i>	<p><i>Road Network</i></p> <p>13.4.6.2 The road network identified in Map 13-4.1 will provide connectivity and a fine grained multi-modal network to encourage walking and cycling within the Node.</p> <ul style="list-style-type: none"> <li>a. All roads shown will be public.</li> <li>b. The design, access requirements and public/private responsibilities for roads and pedestrian</li> </ul>	A fine-grain road network is proposed to create an urban pattern of development blocks that are walkable in scale and well connected, as well as providing routing options for all modes of transportation. The City's priority is for roads to be public, however private roads may permitted in some instances. Where a public road is not achievable, private streets must seamlessly integrate into the public street network.

Section	Change	Proposed Changes to MOP	Planning Rationale
		<p>connections will be determined through the development application process.</p> <p>c. Adjustments to the road network may be made without amendment to Map 13-4.1 at the City's discretion to accommodate block development, while maintaining the goal of breaking up large blocks with roads and pedestrian easements.</p> <p>13.4.6.3 Notwithstanding 13.4.5.2.a., a limited number of private roads may be considered subject to the following:</p> <p>a. public easements will be required;</p> <p>b. required right-of-way widths for the classification of the road that is constructed will be provided; and</p> <p>c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.</p> <p>13.4.6.4 Future additions to the road network will be public roads, unless arrangements for private roads are made that are satisfactory to the City.</p> <p>13.4.6.5 New roads will connect to existing roads in surrounding neighbourhoods.</p>	
<b>13.4.6 Transportation</b>	<i>Added</i>	<p><i>Road Design</i></p> <p>13.4.6.6 Roads will be designed as complete streets. New roads will be designed to incorporate active transportation and transit infrastructure. Existing arterial and collector roads dissecting and surrounding the Character Area will be</p>	<p>The policies focus on designing roads that are safe, more convenient for all users, and support all modes of travel, including pedestrians, cyclists, motorists and transit users. These policies ensure road design requirements through landscaping, street furniture and animation of these spaces. They also ensure that roads are designed as</p>



## Appendix 6

Section	Change	Proposed Changes to MOP	Planning Rationale
		<p>redesigned to incorporate active transportation and transit infrastructure, as appropriate.</p> <p>13.4.6.7 Vehicular access from roads will be coordinated and consolidated in order to minimize driveways and disruption to pedestrians, cyclists and transit.</p> <p>13.4.6.8 Pedestrian and cycling connections to transit facilities will be prioritized.</p> <p>13.4.6.9 Transit stations and facilities will be incorporated into redevelopment plans adhering to the standards of the applicable transit agency.</p> <p>13.4.6.10 Bicycle parking will be required and should be located throughout the Character Area and at transit facilities.</p> <p>13.4.6.11 Cycling facilities will be incorporated per the Mississauga Cycling Master Plan. The City may in the future identify secondary cycling routes to be integrated with the design of the public realm.</p> <p>13.4.6.12 Development applications will be accompanied by traffic impact studies and/or parking utilization studies that will address, among other things, strategies for limiting impacts on the transportation network such as:</p> <ul style="list-style-type: none"> <li>a. transportation demand management;</li> <li>b. transit oriented development and design;</li> <li>c. pedestrian/cycling connections; and</li> <li>d. access management plan.</li> </ul>	<p>complete streets.</p> <p>The policies also ensure that pedestrian and cycling infrastructure and connections are prioritized; curb cuts are minimized by consolidating vehicular access points across sidewalks; and traffic impact / parking utilization studies will be needed to ensure that Uptown is developed in a manner that will support current and future users.</p>

## Appendix 6

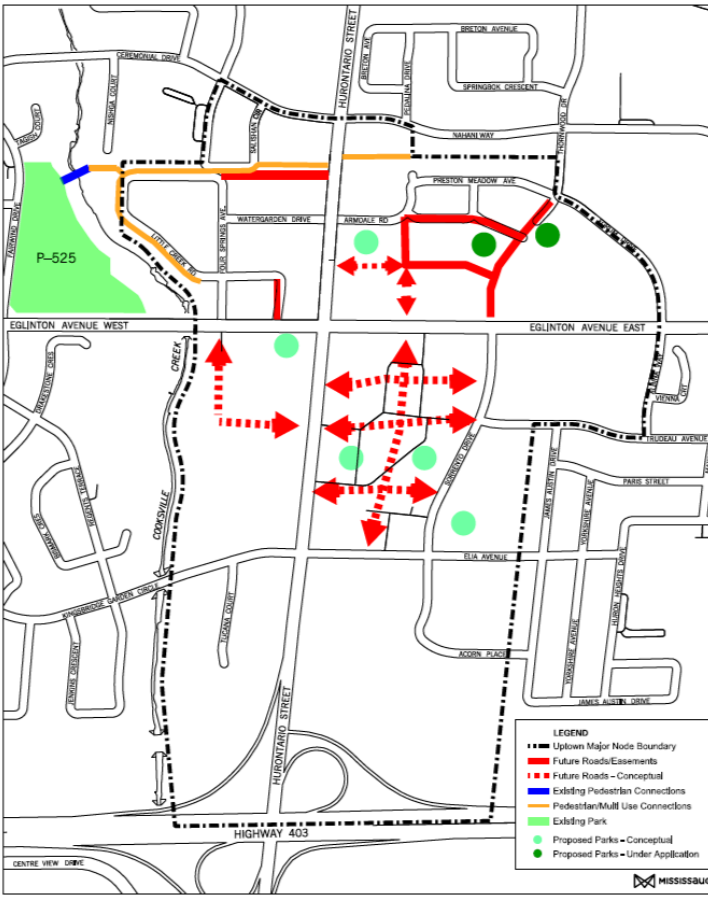
Section	Change	Proposed Changes to MOP	Planning Rationale
		13.4.6.13 The City may consider alternative road design standards to achieve community design objectives.	
<b>13.4.6 Transportation</b>	<i>Added</i>	<p><i>Parking</i></p> <p>13.4.6.14 Underground parking is preferred, however, where above grade parking structures are permitted they will be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure. Along prominent streets, parking structures should be screened by buildings that incorporate a mix of uses between the parking structure and the street.</p> <p>13.4.6.15 Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off areas for delivery services.</p> <p>13.4.6.16 Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate.</p>	These policies are intended to mitigate the negative impact of large surface parking areas on quality of life and the environment by encouraging parking to be provided underground or in structures. Where surface parking is permitted, it is to be directed to the side or rear of buildings. Related policies under the “Transportation” section also address the importance of providing bicycle parking.
<b>13.4.7 Open Space Network</b>	<i>Added</i>	<p>13.4.7.1 The park network identified in Map 13-4.1 will form a connected parkland system that is green, safe, attractive, and supports a range of social and recreation activities. The location, configuration and size of the parkland block(s) will be determined in conjunction with the development application process.</p> <p>13.4.7.2 Parkland should be designed and located to create a central focus for Uptown. Parkland may also provide</p>	<p>The intent of these policies is to achieve attractive public parks, promenades, streetscapes and privately owned public spaces that form a connected system through on-site parkland dedication, enhanced connections to existing parks, and the provision of a system of new linear open spaces and public squares.</p> <p>For practical purposes, the functionality of privately owned public spaces are generally the same as public spaces. Where</p>

## Appendix 6

Section	Change	Proposed Changes to MOP	Planning Rationale
		<p>gathering spaces and connections throughout Uptown, to existing and future open spaces, commercial developments, community facilities and to surrounding neighbourhoods.</p> <p>13.4.7.3 Playgrounds should be provided within an unobstructed 400 m walking distance from residential areas within Uptown, unimpeded by major pedestrian barriers such as rivers or major roads.</p> <p>13.4.7.4 Development that has frontage to a park shall be built to maximize sun exposure onto parkland.</p> <p>13.4.7.5 Publicly accessible private open spaces (POPS) may be incorporated into developments provided that:</p> <ul style="list-style-type: none"> <li>a. the design of private open space will integrate seamlessly with Uptown's parkland system, adjoining street network, and pedestrian environment;</li> <li>b. the private open space interfaces with existing and/or proposed development in a legible and cohesive manner; and</li> <li>c. the private open space is maintained as universally accessible and open to the public.</li> </ul> <p>13.4.7.6 Notwithstanding 13.4.7.1 opportunities to obtain additional parkland and space for recreational and library services will be explored through purchase by the City, establishment of easements, land dedication, or future agreements with land owners, where appropriate, to ensure the adequate provision of community services.</p>	<p>privately owned streets are provided within redevelopments, the City may secure public access to these spaces with the legal conveniences or easements at their disposal.</p> <p>These policies are intended to ensure that private redevelopment results in a high quality public realm through maximizing sunlight on the public realm, including parks, open spaces and sidewalks</p>

Section	Change	Proposed Changes to MOP	Planning Rationale
<b>13.4.8</b>  <b>Community Infrastructure</b>	<i>Added</i>	<p>13.4.8.1 Mississauga will encourage partnerships and collaborations to identify needs and develop community infrastructure.</p> <p>13.4.8.2 Community infrastructure is encouraged to adopt a compact form.</p>	<p>These policies are intended to encourage innovative partnerships among infrastructure providers and greater support for a more urbanized development response in the Uptown Node.</p> <p>The PDSB has identified an immediate need for an elementary school to serve Uptown Node and the Hurontario corridor. Further development of the area will increase the demand for educational facilities in Uptown.</p>
<b>13.4.9</b> <b>Implementation</b>	<i>Added</i>	<p>13.4.9.1 Development master plans may be required for large scale developments. The need for a development master plan will be determined through the pre-application meeting and in consultation with staff prior to development application submission.</p> <p>13.4.9.2 The development master plan should provide a link between Official Plan policies, and subsequent plans of subdivision, rezoning and site plan applications.</p> <p>13.4.9.3 Development master plans and development applications will demonstrate how the proposal will contribute to the creation of a complete, healthy and connected community in Uptown. This includes, but is not limited to, consideration for how the new proposal supports:</p> <ul style="list-style-type: none"> <li>• small block sizes and a fine grained road pattern;</li> <li>• creation of the road network depicted in Map 13-4.1;</li> <li>• creation of the park network identified in Map 13-4.1;</li> </ul>	<p>The Official Plan has policies that enable the City to require a development master plan as part of a complete application submission for an official plan amendment, rezoning, draft plan of subdivision or condominium or consent application.</p> <p>These policies will support the development of Uptown into a vibrant and complete community, ensuring that large scale developments consider the broader context and community in which they will be situated, taking into consideration the road and park network, housing, community infrastructure and urban design requirements.</p>

Section	Change	Proposed Changes to MOP	Planning Rationale
		<ul style="list-style-type: none"><li>• provision of affordable housing;</li><li>• future provision of community infrastructure, where applicable; and</li><li>• high quality design outcomes for the public realm.</li></ul>	

Section	Change	Proposed Changes to MOP	Planning Rationale
<p><b>Map 13-4.1</b> <b>Uptown Node</b> <b>Block and</b> <b>Road Concept</b> <b>Plan</b></p>	<p><i>Added</i></p>		<p>The “Block and Road Concept Plan” identifies future roads and easements, as well as future and existing multi-use connections. It also identifies proposed locations for future parks, as well Park-525 on the western fringe of the Node.</p> <p>The “Block and Road Concept Plan” illustrates the various policies within Uptown, specifically the need for a fine grained road network to create an urban pattern of development blocks that are walkable in scale and well connected, as well as providing routing options for vehicular, servicing and goods movement, pedestrian and cycling movement within Uptown. It also identifies general locations for parkland in order to achieve parkland requirements in Uptown, form a connected system of parkland and enhance connections to existing parkland within and surrounding the area.</p> <p>The “Block and Road Concept Plan” was developed with consideration for existing / active development applications and ongoing conversations between the City and stakeholders. The exact location, design, and specifics of the future roads, pedestrian/multi-use connections and parks will be determined through the development application process.</p>

## Appendix 7 - Summary of Applicable Policies

The proposed Official Plan Amendment (OPA) for Uptown Major Node Character Area aligns with the current Provincial, Regional and Mississauga Official Plan and Policies as summarized below. The following assessment provides a general summary of the intent of the policies and is not considered exhaustive.

### Provincial Policy Statement (2020):

The Provincial Policy Statement (PPS) provides direction on managing growth and creating communities that are liveable, healthy and resilient. The PPS highlights the importance of providing a mix of housing, a range of employment opportunities and access to recreation, parks and open spaces. The PPS also promotes economic development and long-term economic prosperity. The proposed OPA for the Uptown Node are consistent with the PPS.

Please see more details below:

- **Development and Land Use Patterns:** Policy 1.1.3 promotes efficient development patterns for settlement areas and a compact urban form. The proposed policies support the development of a dense and compact community in Uptown, proximate to the Hurontario Light Rail Transit line.
- **Housing:** Policy 1.1.1 and section 1.4 direct that healthy communities accommodate a range and mix of housing, including affordable housing. The proposed OPA encourages development in Uptown to incorporate a range of housing choices (including affordable housing) to accommodate changes in community needs over time.
- **Employment:** Policy 1.3.1 promotes economic development by encouraging a range of employment uses, mixed-use developments and maintaining a wide range of sites to support a diverse economic base. The proposed policy amendments encourage a range of employment opportunities and mixed use development in Uptown. Further policies seek to retain existing non-residential space to protect Uptown's employment base and support a diversity in economic activity.
- **Public Spaces and Recreation:** Section 1.5 provides direction for public spaces, parks and open space, specifically policy 1.5.1.b states that communities should plan and provide for a range and equitable distribution of parkland, public spaces, open spaces, trails and linkages that promote recreation. The proposed OPA identifies the location of future parks to provide a comprehensive open space network for Uptown.
- **Multi-Modal Transportation:** Policy 1.5.1.a speaks to promoting active communities, with safe public streets that support pedestrian experiences and facilitate active transportation. Policy 1.6.7.3 provides direction for multimodal and interconnected transportation systems. The proposed policies for Uptown introduce a Block and Road Concept Plan to identify future roads and pedestrian connections and support multi-modal connections throughout Uptown and to the future Hurontario LRT. The policies

also support an enhanced public realm, pedestrian experience and safer movement throughout the area.

- **Long Term Prosperity:** Section 1.7 provides direction to support long-term economic prosperity through integrated approaches to planning, including considerations for economic development, housing, built form, transportation, built form and climate change. The proposed policies seeks to provide a comprehensive planning framework for the Uptown to prosper and thrive into the future.
- **Climate Change:** Section 1.8 provides direction on climate change, specifically reducing greenhouse gas emissions and planning for the impacts of a changing climate. Proposed policies for Uptown encourage new developments to reduce greenhouse gas emissions, manage storm water, and incorporate sustainable measure in their designs.

### **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019; Amendment 1 2020)**

A Place to Grow (the Growth Plan) is the Province's growth management strategy. It highlights the importance of building complete communities, supporting economic development, and directing intensification to strategic growth areas to make efficient use of land and optimize infrastructure. The proposed policy amendments for the Uptown Node conform to the Growth Plan.

Please see more details below:

- **Complete Communities:** Section 2.1 and policy 2.2.1.4 promote the concept of "complete communities." These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household size. The proposed policies embrace the Growth Plan's direction to create a complete community in Uptown and encourage a range and mix of housing, a finer grained road network, employment uses, parks and community infrastructure.
- **Housing:** Policy 2.2.6.1.a.i provides direction to support a range and mix of housing options, including affordable housing, to meet the needs of current and future residents. Policy 2.2.6.1.b identifies that mechanisms such as land use planning and financial tools may be needed to support housing options. This proposed OPA for Uptown encourages the development of a range of housing choices, and promotes partnerships or collaborations that will support the creation of affordable housing options.
- **Major Transit Station Areas:** The Growth Plan identifies Uptown as a Major Transit Station Area (MTSA) and sets a minimum density target of 160 residents and jobs per hectare. Policy 2.2.4.8 and 2.2.4.9 requires that MTSA's are designed to be transit-supportive with multi-modal connections to stations and that development support a mix of uses, including affordable housing. The proposed policy amendments in Uptown support and conform to all of these policy directions.



- **Employment:** Policy 2.2.5.14 identifies that the redevelopment of any employment land should “retain space for a similar number of jobs to remain accommodated on site.” Policy 2.2.5.2 directs major office development to MTSAs and policy 2.2.5.15 supports compact development that integrates retail uses. The proposed policy amendments for Uptown support the creation of a mixed use and complete community, where existing non-residential floor space is retained or replaced as part of a redevelopment.
- **Transportation Network:** Policy 3.2.2.2 directs transportation systems be planned to provide connectivity between transportation modes, promote the use of transit and active transportation, and offer multimodal transportation options. The proposed OPA will ensure that Uptown is developed with a multi-modal transportation network that provides greater connectivity throughout the area and to the Hurontario LRT transit station.
- **Public Service Facilities:** Policy 3.2.8.1 provides direction for public service facilities and services to be “co-located in community hubs and integrate to promote cost-effectiveness”. The proposed policy amendments seek to promote collaboration and innovative partnerships in the delivery of public infrastructure.
- **Public Open Space:** Policy 4.2.5.1 encourages municipalities to develop “a system of publicly-accessible parkland, open space, and trails”. The proposed policy amendments for Uptown ensure a network of public parks and open spaces are developed and distributed throughout the area, and providing connectivity to existing and future roads, pedestrian and multi-use connections.

### Parkway Belt West Plan

The Parkway Belt West Plan (PBWP) designates and protects infrastructure corridor lands needed for transit, hydro and electric power facilities. The proposed policy amendments for Uptown will not be affecting lands protected under the PBWP.

### Region of Peel Official Plan (Consolidation, 2018)

The Regional Official Plan (ROP) provides direction and a strategic policy framework to guide development and growth in Peel Region and Mississauga. The over-arching theme of the ROP is sustainability – supporting the needs of present populations without compromising future generations. The sustainability framework encompasses environmental, social, economic and cultural pillars in order to ensure that the Region develops holistically and creates the conditions for thriving communities. The proposed policy amendments for the Uptown Node conform to the ROP.

Please see more details below:

- **Complete Communities:** Policy 5.3.1.3 provides direction to “establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing

communities.” The proposed policy amendments for Uptown conform to the Regional Official Plan, and will ensure that Uptown is developed into a complete community.

- **Compact Urban Form:** Policies 5.3.2.3 and 5.3.2.6 provide direction on compact form and pedestrian-friendly, transit-supportive urban structure and form. Section 5.3.3 provides direction for urban growth centres and the regional intensification corridor, to ensure that these areas “include compact forms of urban development and redevelopment providing a range and mix of housing, employment, recreation, entertainment, civic, cultural and other activities for Peel residents and workers and other residents of the Greater Toronto Area and Hamilton (GTHA).” The Uptown Major Node is situated within the Regional Intensification Corridor. The proposed policy amendments for Uptown conform to the Region of Peel Official Plan.
- **Employment:** Policy 5.6.2.10 encourages high density employment uses in proximity to major transit station areas and areas planned for higher order transit service. The proposed OPA encourages economic development and employment growth in a Major Transit Station Area.
- **Housing:** Section 5.8 provides direction for municipalities to plan for a range and mix of housing, specifically policy 5.8.2.3 encourages and supports municipalities to plan for a range of housing options and forms, including affordable housing to enable all residents to remain within their communities. The proposed policies reinforce these housing policy directions.
- **Active Transportation:** Policy 5.9.10.2.1 provides direction for integrated transportation planning with pedestrian and cycling networks that are safe, attractive and accessible, and provide linkages to between areas, to adjacent neighbourhoods and transit stations. Additionally, policy 5.9.10.2.7 encourages school boards to select school sites in locations to maximize walking/cycling as a primary means of travel to school. The proposed OPA for Uptown ensures the creation of a fine-grained multi-modal transportation network and, encourage collaboration and partnerships in order to develop needed community infrastructure within Uptown.

## Mississauga Official Plan

The proposed policy amendments for Uptown reinforces the current policies and objectives of the Mississauga Official Plan (MOP).

- **City Structure and Growth:** Chapter 5, Section 5.3 identifies an urban hierarchy and recognizes the different functions of various areas of the city. The Downtown is planned to be the densest part of the city, followed by Major Nodes, which are envisioned to accommodate growth and provide a mix of population and employment uses. The proposed policy amendments reflect Uptown Node’s position as a Major Node within the City’s urban hierarchy.

- **Employment:** Policy 5.5.10, 10.2.1 and 10.41 encourage major office and retail development to be located within the Major Nodes and in Major Transit Station Areas. The proposed policy amendments for Uptown encourage economic development and protect against the loss of existing office and retail uses.
- **Parks and Open Spaces:** Chapter 6 provides city-wide direction for parks and open spaces. The proposed policy amendments provide further direction for parkland within Uptown and identify conceptual locations for future parks to ensure a distribution of open space throughout the Node.
- **Complete Communities:** Chapter 7 provides city-wide direction for complete communities. The Chapter identifies Major Nodes as areas that are to be planned to be complete communities and offer a range of services, employment and residential opportunities. Specifically policy 7.1.3 encourages compact built environments that integrate a mix of uses, support multiple modes of transportation, and encourage recreational activities. Section 7.3 identifies the need for community infrastructure as a vital part of complete communities and quality of life. Policy 7.3.2 identifies Major Nodes as one of the preferred locations for community infrastructure. The proposed OPA will ensure that Uptown develops as a complete community with access to multiple modes of transportation and community infrastructure.
- **Housing:** Section 7.2 provides city-wide direction to ensure the provision of suitable housing for people of all stages of life. The MOP encourages the creation of new housing in Major Nodes to meet the needs of diverse populations, younger and older adults and families. The proposed policy amendments for Uptown encourage the development of a range of housing choices, including affordable housing.
- **Multi-Modal Transportation:** Chapter 8 aims to create sustainable communities with multi-modal transportation networks, encourages a shift towards more sustainable modes of transportation and prioritizes the creation of a fine-grained road pattern in Intensification Areas. The proposed policy amendments will ensure that Uptown develops with a fine-grained multi-modal transportation network that will provide connections throughout the Node and to the Hurontario LRT.
- **Compact Urban Form:** Chapter 9 provides city-wide direction to build a desirable, sustainable urban form with high quality urban design and public realm that contributes to a strong sense of place. Policy 9.1.2 and 9.1.9 directs urban form within Intensification Areas to promote a diverse mix of uses and support the creation of efficient multi-modal transportation system. Section 9.3 and policy 9.3.1.5 provides direction to ensure that the public realm enhances connectivity and a sense of place. The proposed OPA seeks for Uptown to be compact and enjoy high quality design in its public realm.