

September 30, 2022

GSAI File: 667-002

Hon. Steven Clark
Ministry of Municipal Affairs and Housing
c/o Jennifer Le
Municipal Services Office - Central Ontario
777 Bay Street, 16th floor
Toronto, ON
M7A 2J3

RE: Region of Peel Official Plan Amendment – Provincial Review
 Region of Peel Official Plan Review
 1425 Dundas Street East
 City of Mississauga, Region of Peel

Glen Schnarr & Associates Inc. (GSAI) have been retained as the Planning Consultants (to CPD Developments) to review policy planning initiatives as well as to advance formal development applications on the site municipally addressed as 1425 Dundas Street East (the “subject site”), located in the City of Mississauga, Region of Peel.

On behalf of CPD Developments, GSAI is pleased to submit comments to the Minister as part of the ongoing review of the Region of Peel’s proposed Official Plan, specifically related to the policy framework proposed for strategic growth areas, such as Primary Major Transit Station Area(s) (“PMTSA’s”).

According to the Region of Peel Schedule E-5, Major Transit Station Areas, our client’s lands are included in a defined *Primary Major Transit Station Area* (“PMTSA”). In the proposed City of Mississauga Official Plan Amendment (*City-Wide Major Transit Station Area Study – Schedule 11G*), the subject lands are included in the defined *Dixie GO Protected Major Transit Station Area* (“PMTSA”) which includes a height schedule that regulates minimum and maximum heights for the PMTSA.

In the case of this site, through our discussions with staff, we understand that building heights proposed through the MTSA exercise will be reflective of those recommended through the City’s Initiative, the Dundas Connects Master Plan. We confirm that the Dundas Connects Master Plan prescribes a 25-storey height maximum for sites within 250m of the intersection of Dixie and Dundas – which is relevant to this site, however is not detailed in the City’s PMTSA *Schedule 11G*.



While we appreciate that the site is generally being considered as a candidate site for redevelopment, we have some significant concerns with the implementation at the municipal level of the Region's the Major Transit Station Area policies (Section 5.6.19), specifically Policy 5.6.19.10.e).

Part of the proposed amendments to the Region of Peel Official Plan provides local area municipalities the opportunity to prepare policies which restrict heights in PMTSA's (Section 5.6.19.10). Policy 5.6.19.10.e) states:

'5.6.19.10. The local municipalities shall undertake comprehensive planning for Primary and Secondary Major Transit Station Areas to address the following matters to the satisfaction of the Region:

e) the minimum height for land uses within the Major Transit Station Area, maximum heights may be established at the discretion of the local municipality.'

That said, we have concerns with the implications of allowing local area municipalities the ability to restrict heights in strategic growth areas, such as PMTSA's, as contemplated through the policies found in adopted Region of Peel Official Plan.

We are also concerned about the related implementation policies found in section 5.6.19.11 which states that Zoning By-laws shall be updated to reflect the policies of 5.6.19.9 and 5.6.19.10 (as noted above). Should ROP Policy 5.6.19.10 and 5.6.19.11 remain as currently adopted, the principle of accommodating appropriate transit supportive development in MTSAs is further aggravated as the maximum heights established under these policies will ultimately be implemented through City-initiated Zoning By-law amendments.

Should local area municipalities be granted the authority to regulate maximum heights (prior to receipt of a formal planning application in PMTSA's), we feel that there is missed opportunities to capitalize on public infrastructure investments (transit, services etc.) and appropriately allocate growth to target areas, consistent with broader, critical Provincial, Regional and Municipal policies. The establishment of maximum heights in PMTSAs, where compact, mixed-use, transit-supportive development is to be directed, has significant implications on the achievement of a number of Provincial objectives particularly taking into consideration the *Planning Act* prohibitions against appeals related to protected Major Transit Station Areas.

Consistent with the above noted principles, we do feel it is appropriate that minimum density targets and minimum heights be prescribed in local area Official Plan(s). We feel that decision making related to permitted heights and densities within strategic growth areas are best evaluated on a site-by-site basis (reviewed through a development application). This method affords staff the opportunity to review and comment on the appropriateness of development proposal(s) through the development application review process.

The policy recommendations proposed through the ROPA which allow municipalities to cap height in strategic growth areas ultimately undermine the purpose of long-term, sustainable planning and contravenes the objectives, direction, and visions of Provincial, Regional and Municipal policy directives. We feel, conversely, that with respect to PMTSA's, the ROPA should include policies that



provide flexibility that better account for specific locational considerations that align with the aspirations of the PMTSA policies.

As such, in the interest of directing appropriate intensification within identified PMTSA's in accordance with Provincial policy planning mandates, we respectfully request that the Ministry exercise their authority to modify the proposed ROPA to remove the permission for local area municipalities to establish maximum permitted building heights, per Policy 5.6.19.10.e).

**YOURS VERY TRULY,
GLEN SCHNARR & ASSOCIATES INC.**

Sarah Clark, MCIP, RPP
Associate