

June 23, 2025

BY EMAIL (Rob.Flack@pc.ola.org) **& BY REGULAR MAIL**

Ministry of Municipal Affairs and Housing

Municipal Services Office – Central Region

College Park, 16th Floor

777 Bay Street

Toronto, ON

M7A 2J3

Re: Mississauga Official Plan

Gateway Corporate Centre Employment Area

‘Heartland Business Community’

Re: Modification Request

Dear Minister Flack.

As planners of record, and further to our June 5, 2025 letter, we write on behalf of Orlando Corporation (**‘Orlando’**) regarding the Council adopted Mississauga Official Plan (**‘MOP 2051’**) presently before the Ministry for approval.

As a major commercial and industrial stakeholder, Orlando has filed numerous written submissions with the city with the purpose of realizing productive *‘employment’* land use planning policies for their *‘Heartland Business Community’* (**‘Heartland’**) properties. These properties, located along the Hurontario Corridor, south of Highway 401, are large in scale and highly underutilized. They are currently designated for only major *‘Office’* use within two Major Transit Station Areas (**‘MTSAs’**). Please refer to Figures 1 and 2.

As the *‘Heartland’* properties are located within the Toronto Pearson Airport Operating Area, residential land uses are prohibited. Therefore, as *‘employment only’* MTSAs, land use flexibility is required to support a modern economy and the appropriate development of these properties.



Although the Gateway Corporate Centre is acknowledged as an ‘*employment area*’, ‘warehousing and goods movement’ uses are not permitted under the adopted MOP 2051 policies. While manufacturing uses are proposed as a permitted use, this fails to support the full needs of a modern economy and the planning context and attributes of ‘Heartland’.

Please refer to Figure 3 which sets out Orlando’s vision for the full and beneficial development of the ‘Heartland’ properties.

We believe that it is imperative that Ministry understands the lack of flexibility that MOP 2051 imposes on the ‘Heartland’ properties and its future impact given the following market summary:

The Toronto Suburban Office Figures Q4 2024 provided by CBRE Canada

In the GTA West office market (inclusive of Mississauga, Brampton, Oakville, Burlington, the 427 Corridor and Bloor/Islington) there is about:

- 38 million square feet of Office space; and,
- 7.8 million square feet (20.6%) is reported as available
- 6.9 million square feet is currently Vacant.

At the year-to-date absorption of 260,726 square feet, this represents over **26 years of supply of available office space**.

Similarly, in the Highway 401 – Hurontario Corridor submarket, there is about:

- 4.2 million square feet of Office space; and,
- 580,000 square feet, (13.8%) is reported as available.

At the year-to-date net absorption of about 16,700 square feet, this represents a **35-year supply of available office space** (CBRE Q4 2024 Office Market Statistics).



Heartland ‘Employment Only’ MTSA’s Need a Broad Range of Employment Uses

As per the Provincial Planning Statement (‘PPS 2024’), Section 2.8 ‘Employment’, planning authorities shall promote economic development and competitiveness by supporting a modern economy that includes a wide variety of employment-generating land uses. Further, the *Planning Act* defines ‘employment area’ uses to include ‘...*manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities.*’

In summary, ‘employment only’ MTSA’s like ‘Heartland’ require a broadened range of employment generating land uses to help off-set the substantial oversupply of built office space and the oversupply of lands designated office in light of market realities set out above. Given the large amount of vacant land available, should office demand return in the future, there is ample opportunity to satisfy this need within ‘Heartland’ as demonstrated in Figure 3.

As well, a broadened range of employment uses in Heartland’s ‘employment only’ MTSA’s will better support the public investment in Hazel McCallion Line and will help drive future ridership.

Therefore, per MOP 2051, Section 16.10 Gateway Corporate Centre, we urge the inclusion of ‘warehousing and goods movement’ uses by modifying Sub-Section ‘16.10.2 Land Use’ as follows: (note: modifications shown in **bold text**).

16.10.2.1 Notwithstanding the Business Employment policies of this Plan, only the following uses will be permitted for lands shown on Map 16-7.1 as Special Permissions Areas:

- a. Office (only on parcels of land where this use was lawfully established prior to October 20, 2024);*
- b. manufacturing;*
- c. overnight accommodation (only on parcels of land where this use was lawfully established prior to October 20, 2024);*
- d. research and development (only on parcels of land where this use was lawfully established prior to October 20, 2024);*

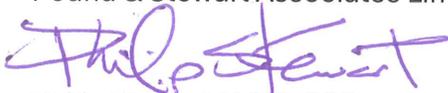


- e. *office and research and development associated with manufacturing;*
- f. ***warehousing and goods movement; and (where identified by asterisk on Map 16-7.1)***
- g. accessory uses. (renumbered from f. to g.)***

Please also refer to Figure 4 showing Map 16-7.1 as modified, identifying specific lands by asterisk where 'warehousing and goods movement' uses would be permitted.

Thank you in advance for your consideration.

Yours truly,
Pound & Stewart Associates Limited



Philip Stewart MCIP, RPP
/la 1421ltr_MMAH_June.23.2025

Attachment: Figures 1 thru 4

Appendix 1: March 18, 2025 letter submission to the City of Mississauga

cc. Mr. J. Filipowicz, Executive Director of Policy, Minister of Municipal Affairs and Housing Josef.Filipowicz@ontario.ca

cc. Mr. P. Kelly, Deputy Director of Policy, Minister of Municipal Affairs and Housing Patrick.Kelly4@ontario.ca

cc. Mr. L. Longo, Aird & Berlis, LLP llongo@airdberlis.com

cc. Client



FIGURE 2



Toronto Pearson Airport Elevation 173 m

	Gateway Corporate Centre properties
	Buildings not owned by Orlando Corporation

FIGURE 3 - 'HEARTLAND' CONCEPT PLAN

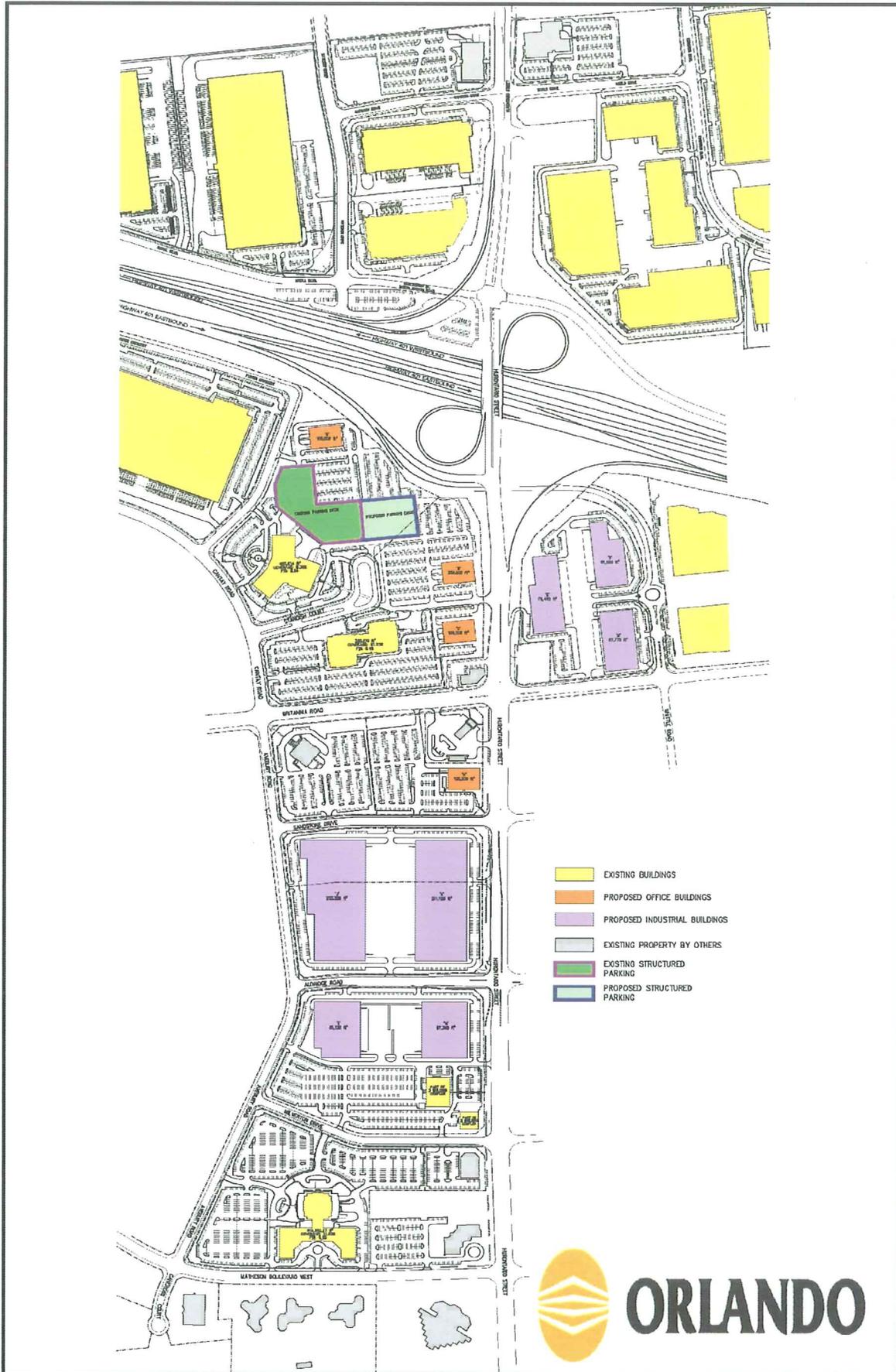
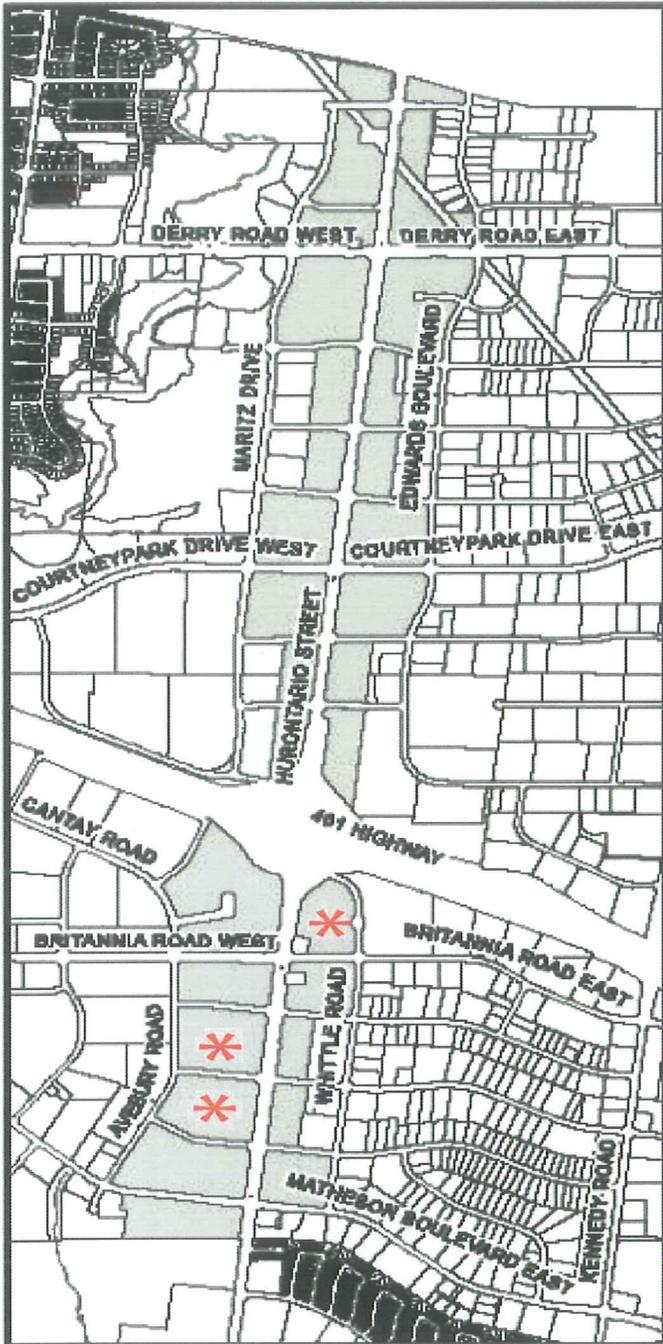


FIGURE 4: Modification Request to Map 16-7.1



- * Add "warehousing and goods movement" uses to Blocks marked by asterisk on Map 16-7.1

Map 16-7.1: Gateway Corporate Centre Employment Area Special Permissions Areas (gray tone)

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Appendix 1

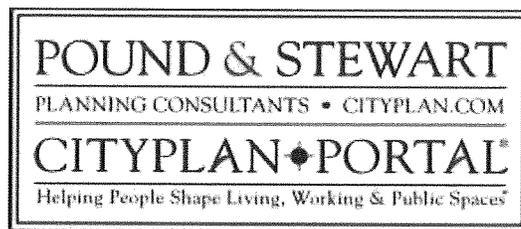
March 18, 2025

Letter submission to the City of Mississauga on 'MOP 2051'

On behalf of Orlando Corporation

regarding the

'Heartland Business Community'



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Helping People Shape Living, Working & Public Spaces

March 18, 2025

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BY REGULAR MAIL

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

Attn: Mr. A. Whittemore, Commissioner of Planning & Building

**Re: PDC Item 6.5 – ‘Proposed Mississauga Official Plan 2051’
Gateway Corporate Centre Employment Area (EA)
‘Heartland Business Community’ - City of Mississauga
Our File No. 1421**

As planners of record, we write on behalf of Orlando Corporation (‘Orlando’) regarding Proposed Mississauga Official Plan 2051 (‘MOP 2051’) scheduled for your March 24, 2025 Planning and Development Committee, in advance of Council adoption. As a major commercial and industrial stakeholder, Orlando participates regularly in the city’s planning programs pursuing productive land use planning policies for their ‘Huronario Corridor’ landholdings, known as ‘Heartland Business Community’ (‘Heartland’).

MOP 2051 must comply with the *Planning Act*, and be consistent with provincial interests, as set out in the Provincial Planning Statement (‘PPS 2024’) by ‘*supporting a modern economy*’. Land use planning policies need to encourage business investment and employment opportunities in support of high order transit investment, where in my opinion;

- *Land use planning can better serve the city’s economic development objectives where flexibly applied to ‘employment only’ MTSAs.*
- *Flexible and resilient land use planning policies applied to ‘employment only’ MTSAs can generate new Canadian business investment and employment opportunities to help offset trade issues with the USA.*

POUND & STEWART ASSOCIATES LIMITED

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As the city seeks ideas and guidance from the community, we identify the following matters for further consideration and recommend the following revisions to the proposed MOP 2051:

No. 1: The Toronto Suburban Office Status - Q4 2024 Statistics by CBRE Canada

The in-effect Mississauga Official Plan land use designation and zoning for the Britannia and Matheson Major Transit Station Areas ('MTSAs') portion of the 'Gateway Corporate Centre is 'Office'.

Please consider the current supply and demand for 'Office' space per CBRE Q4 2024 Office Market Statistics.

In the GTA West office market (inclusive of Mississauga, Brampton, Oakville, Burlington, the 427 Corridor and Bloor/Islington) there is about:

- 38 million square feet of Office space;
- 7.8 million square feet (20.6%) is reported as available; and,
- 6.9 million square feet is currently Vacant.

At the year-to-date absorption of 260,726 square feet, this represents over **26 years of supply of available office space.**

Similarly, in the Highway 401 – Hurontario Corridor submarket, there is about:

- 4.2 million square feet of Office space; and,
- 580,000 square feet, (13.8%) is reported available.

At the year-to-date net absorption of about 16,700 square feet, this represents a **35-year supply of available office space** (CBRE Q4 2024 Office Market Statistics).

Recommendation No. 1: That the MOP 2051 planning and land use policies include due consideration to the GTA West office market and the Highway 401 – Hurontario Corridor submarket Q4 2024 Statistics as prepared by CBRE Canada.



No. 2: Availability of the City’s “Employment Land, Office and Retail Market Analysis”

Since the city undertook an “Employment Land, Office and Retail Market Analysis” (‘ELORMA’) per Council’s request, we request release of this document for public review. Market analysis, which assesses market conditions, is a valuable tool that informs land use planning and economic development, particularly as it relates to the implementation of MOP 2051 and ‘*employment only*’ MTSAs.

Recommendation No. 2: That as the City’s ‘Employment Land, Office and Retail Market Analysis’ (‘ELORMA’) has not been released for public review further to our earlier requests, we submit final adoption of MOP 2051 is premature pending such release.

No. 3: Support for the ‘Gateway Corporate Centre’ as an ‘Employment Area’

Per the PPS 2024 Section 2.8 ‘Employment’, planning authorities shall promote economic development and competitiveness by supporting a modern economy that includes a wide variety of employment-generating land uses. Further, the *Planning Act* defines ‘*employment area*’ uses to include ‘*...manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities.*’

The MOP 2051 Glossary defines ‘*Area of Employment*’ (replicating the *Planning Act*’s definition) as: “*an area of land designated in this Plan for clusters of business and economic uses, those being uses that meet the following criteria:*

1. *The uses consist of business and economic uses, other than uses referred to in paragraph 2, including any of the following:*
 - a. *manufacturing;*
 - b. *research and development in connection with manufacturing anything;*
 - c. *warehousing and goods movement;*
 - d. *retail and office associated with uses set out in a. to c. above;*
 - e. *facilities that are ancillary to uses set out in a. to d. above; and*
 - f. *any other prescribed business and economic uses under the Planning Act.*



2. The uses are not any of the following uses:

- a. institutional uses; and
- b. commercial uses, including retail and office uses not referred to in subparagraph 1d.”

The ‘Heartland’ Britannia (HLRT-16) and Matheson (HLRT-15) Major Transit Station Areas (‘MTSAs’) are located within the Toronto Pearson Airport Operating Area (‘AOA’), where residential land use is prohibited. As well, Airport Zoning Regulations (‘AZR’) further restrict building heights and materials. Accordingly, both these MTSAs function as ‘*employment only*’ MTSAs.

To embrace land use flexibility within these ‘*employment only*’ MTSAs, we support MOP 2051 recognizing the ‘Gateway Corporate Centre’ as an ‘*Employment Area*’ as defined by the *Planning Act* and the PPS 2024.

Recommendation No. 3: Support for the ‘Gateway Corporate Centre’ as an ‘*Employment Area*’ as defined by the *Planning Act* and the PPS 2024.

No. 4: Add Warehousing and Goods Movement Uses to ‘*employment only*’ MTSAs

Draft MOP 2051 includes the following ‘*Employment Area*’ land uses as permitted in the ‘Gateway Corporate Centre Employment Area (EA)’:

16.10.2 Land Use

16.10.2.1 *Notwithstanding the Business Employment policies of this Plan, only the following uses will be permitted for lands shown on Map 15-8 as Special Permissions Areas:*

- a. Office
- b. manufacturing;
- c. overnight accommodation; and
- d. research and development.



Warehousing and goods movement are not currently included as permitted uses within the ‘*employment only*’ MTSA’s per MOP 2051. These additional uses are requested, based on the Employment Area definition as set out in the *Planning Act*, PPS 2024, and as further reflected in the MOP 2051, Glossary at page 18-4.

The planned function of manufacturing and its related uses, including similar warehousing and goods movement facilities, for example, could be located on lands located adjacent to Avebury Road (abutting the Gateway Employment Area), to better fulfill the planned function of this Employment Area.

Broadened land use encourages future business investment and employment opportunities in support of investment and ridership per the Hazel McCallion Line.

This will also help off-set the substantial over supply of built office space today, given the ongoing lack of market demand for office, as measured by CBRE.

Recommendation No. 4: That the City add warehousing and goods movement uses to ‘*employment only*’ MTSA’s to enhance and achieve needed land use and business flexibility per the *Planning Act* and the PPS 2024.

No. 5: *Planning Act* & PPS 2024 Definition of ‘Employment Area’ and ‘Office’ Use

The *Planning Act* and the PPS 2024 provide the following ‘abridged’ definition of ‘*Employment Area*’:

Employment Area: means those areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities.

An employment area also includes areas of land described by subsection 1(1.1) of the Planning Act.

Uses excluded from employment areas are institutional and commercial, including retail and office not associated with the primary employment use listed above.



As noted above, while ‘*Employment Area*’ excludes ‘*Office*’ as a principal use, this use is permitted as an accessory use for any of the principal uses permitted within an employment area, not just manufacturing uses.

Further, MOP 2051 relates:

11.3 Protected Major Transit Stations Areas (‘PMTSA’) Areas

11.3.1 Land Uses

11.3.1.2 Major Office and Major Institutional uses, as well as retail and services will be directed to Major Transit Station Areas.

MOP 2051 also includes the following policy 16.2.1 General which reads:

16.2.1.1 Within an area of employment, a land use that is excluded from the list of permitted uses for an area of employment is authorized to continue, provided the use has been lawfully established on the parcel of land before October 20, 2024.

Notwithstanding the foregoing, in terms of the ‘Gateway Corporate Centre Employment Area (EA)’, we seek clarification per the following recommendations.

Recommendation No. 5A: That the City confirm that an existing ‘Office’ building/use is deemed lawful so that it complies with the *Planning Act* and is consistent with the PPS 2024.

Recommendation No. 5B: That the City confirm that any existing or proposed stand alone major ‘Office’ building/use, where unrelated to a principal permitted use within an Employment Area, will not require an Official Plan Amendment to permit the continuation or expansion of this use.

No 6: ‘Schedules 8 and 8h Protected Major Transit Station Area’ (‘PMTSA’)

A ‘Protected Major Transit Station Area’ (‘PMTSA’) is a subset of an MTSA, as it applies to the ‘Gateway Corporate Centre Employment Area (EA)’; inclusive of the ‘*employment only*’ Britannia (HLRT-16) and Matheson (HLRT-15) MTSA’s. There are distinct differences between a PMTSA and an MTSA in their legal status, planning permissions, and protection measures under the *Planning Act* and PPS 2024.



The MOP 2051 'Schedule 8h Protected Major Transit Station Area (PMTSA)' means:

... a Major Transit Station Area, with a delineated area boundary, and is subject to municipal official plan policies that identify: the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area; the authorized uses of land and of buildings or structures on lands in the area; and the minimum densities that are authorized with respect to buildings and structures on lands in the area. All delineated Major Transit Station Areas are Protected Major Transit Station Areas in this Plan. (MOP 2051 Glossary Page18-13)

11.3 Protected Major Transit Stations Areas ('PMTSA') Areas

11.3.1 Land Uses

11.3.1.3 Development will contribute towards the creation of transit-supportive communities by:

c. including a range of employment uses to achieve a well-balanced mix of office and retail uses;

d. recognizing that some Protected Major Transit Station Areas will have limited opportunities to accommodate a mix of uses and varying building forms due to the existing and planned context; (MOP 2051 page 11-5)

Further, the city's OPA 184, and its proposed implementing By-law, provide for Inclusionary Zoning provisions within PMTSAs which do not apply to the Britannia (HLRT-16) and Matheson (HLRT-15) as 'employment only' MTSA's.

On this basis, we question the need for the 'Protected' status of the Britannia (HLRT-16) and Matheson (HLRT-15) MTSA's, where overly restrictive planning policies encumber land use and design, and compromise business flexibility.

Recommendation No. 6: That MOP 2051 distinguish 'employment only' MTSA's, to acknowledge needed flexibility in land use and design and that a new Map be included to distinguish between PMTSAs and 'employment only' MTSA's.



No. 7: Non-Mandatory 'Fine Grain Street Pattern' in 'employment only' MTSAs

MOP 2051 references 'fine grain street pattern' and/or 'fine-grained block structure with public roads' in proposed city-wide policies such as, 7.3.4.4, 7.3.4.5, 8.3.7 and 8.4.1.6, among others.

7.3.4 Street Classification System

7.3.4.4 Mississauga will create a fine-grained system of streets that increases the number of street intersections and overall connectivity throughout the city.

7.3.4.5 In Strategic Growth Areas, transportation decisions will support the creation of a fine grain street pattern, low traffic speeds, a mix of travel modes, and attention to the design of the public realm.

8.3 City Pattern

8.3.7 Existing large blocks, within Strategic Growth Areas will be reconfigured to incorporate a fine-grained block structure with public roads and on-street parking to support at grade uses.

8.4 Public Realm

8.4.1 Streets, Blocks and Streetscape

8.4.1.6 The improvement of existing streets and the design of new streets should enhance connectivity by:

- a. developing a fine-grained system of roads;

The Britannia (HLRT-16) and Matheson (HLRT-15) as 'employment only' MTSAs are located in a 'Strategic Growth Area' per MOP 2051. Proposed city-wide policies such as, 7.3.4.4, 7.3.4.5, 8.3.7 and 8.4.1.6, among others, need be flexibly applied and not mandatory for 'employment only' MTSAs. It is proposed that through the development application process, flexible design, access requirements and public/private responsibilities for roads and pedestrian connections be determined.

Recommendation No. 7: That in 'employment only' MTSAs, the development application process assesses flexible designs, access requirements and public/private responsibilities for roads and pedestrian connections and that a 'fine grain street pattern' should be flexibly applied and non-mandatory and that, any proposed new roads require an Official Plan Amendment.



No. 8: On-Site Vehicular Parking Needs Flexibility for ‘employment only’ MTSAs

Parking is considered as part of the Transportation System as defined in the PPS 2024. The *Planning Act* provides restrictions on parking facilities, however that does not undermine the need for parking in ‘employment only’ MTSAs. MOP 2051 also provides for parking as set out in the following policies.

8.6.4 Parking, Servicing and Loading

The design of parking, servicing and loading areas is a key component in the development of sites. These areas serve a functional need, but will be designed in a manner that screens less desirable aspects and provides high quality treatment of exposed areas while addressing safe and efficient movement of pedestrians and vehicles...

8.6.4.1 Parking will be located underground, internal to the building or to the rear of buildings.

8.6.4.2 Above grade parking structures should be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure.

8.6.4.3 Where surface parking is permitted, the following will apply. Parking should:

- a. not be located between the building and the street; (from Communities 8-27)*

It is important to avoid overly restrictive vehicular parking policies for visitors, tenants and employees in ‘employment only’ MTSAs.

Well designed parking facilities support universal accessibility as a key component of visitor and employee access to buildings year-round. In terms of urban design objectives, as long as parking is adequately screened from view from a public thoroughfare it should be permitted between the building and the street. Draft policy 8.6.4.3 a. for example, is too absolute, and fails to take into account the local and planning contexts of various properties, their planned functions and other specifics. Well designed parking facilities should be fundamentally configured through the planning and development application process for ‘employment only’ MTSAs.

Recommendation No. 8: That proposed policy 8.6.4.3 a., requiring that parking not be located between the building and the street, be revised to acknowledge the required flexibility needed for development applications in ‘employment only’ MTSAs.



No. 9: Clarification Sought on ‘Minimizing Surface Parking’ policies in ‘Employment Areas’

Per unresolved MOPA 143 clarification is sought on Urban Design, 5.7.6.2 a., where ‘*Development will minimize surface parking*’.

5.7.6 Urban Design

5.7.6.1 In addition to the Urban Form policies in Chapter 9 of this Plan, additional policies, built form standards and guidelines may be developed, and determined through future planning studies and Local Area Plan reviews.

5.7.6.2 Development will:

- a. minimize surface parking;*
- b. ensure that where structured parking is proposed, other uses such as residential and non-residential are incorporated, along the periphery of the structure at ground level; and*
- c. provide a high standard of public and private realm streetscape design that is coordinated and comprehensive, which may include street furniture, public art, building forecourts, open space, transit shelters, bicycle parking, tree planting, and the sensitive placement of utilities with consideration for the public and private realm.*

In addition, Draft MOP 2051 also includes the policy references for ‘*Development will minimize surface parking*’ as follows:

Chapter 9 Supporting Jobs and Business

9.1 Introduction

9.1.9 *Employment areas will be planned and designed to minimize surface parking and be easily accessible by sustainable transportation modes, including transit and active transportation.*

And,

11.3 Protected Major Transit Station Areas

11.3.1. Land Uses

11.3.5 Urban Design



11.3.5.1 In addition to the urban design policies in Chapter 8 of this Plan, additional policies, built form standards and guidelines may be developed, and determined through future planning studies and Local Area Plan reviews.

11.3.5.2 Development will:

a. minimize surface parking;

As noted above under No. 7, well designed parking facilities support universal accessibility and complement visitor and employee access to ‘*employment*’ buildings year-round.

In terms of urban design objectives, as long as parking is adequately screened from view from a public thoroughfare, the parking requirements for ‘*employment only*’ MTSAAs should take into consideration the local and planning contexts of various properties, in order to support planned functions and related design factors.

Although the minimization of surface parking appears to be determined subject to ‘*future planning studies and Local Area Plan reviews*’ per 5.7.6.1, it appears absolute and confusing in MOP 2051 and proposed MOPA 143.

Recommendation No. 9: That proposed MOPA policy 5.7.6.2, Draft MOP 2051 9.1.9 and 11.3.5.2 a. be clarified and limited in terms of its applicability to ‘*employment only*’ MTSAAs and, that the policies be revised to acknowledge the required flexibility needed for ‘*employment only*’ development applications.

No. 10: Map 7-1: Strategic Goods Movement Network Lacks Reference to Important Highway 401 Connections for ‘*employment only*’ MTSAAs

Highway 401 is an important and valued component of the intra-regional and inter regional Goods Movement Network. All opportunities to connect and use this valuable corridor of highway infrastructure ought to be considered and ‘*employment only*’ MTSAAs should not be excluded.

STRATEGIC GOODS MOVEMENT NETWORK means a hierarchical network of existing and potential truck routes identified as important routes for allowing the safe and efficient movement of goods.



The network routes provide connectivity and continuity to each other, major goods generating activity centres, the Toronto Pearson International Airport, intermodal terminals and rail facilities, and major highways. (as defined in MOP 2051 Glossary page 18- 15)

This requirement is further set out in the PPS 2024 policies which reads:

2.8.2 Employment Areas

1. *Planning authorities shall plan for, protect and preserve employment areas for current and future uses, and ensure that the necessary infrastructure is provided to support current and projected needs.*

2. *Planning authorities shall protect employment areas that are located in proximity to major goods movement facilities and corridors, including facilities and corridors identified in provincial transportation plans, for the employment area uses that require those locations. (PPS 2024, page 14)*

Recommendation No. 10: That Map 7-1 be updated to indicate additional connections to Highway 401 as 'Primary Truck Route' or 'Connector Truck Route' along Hurontario Street in terms of 'employment only' MTSAs

No. 11: 'Gateway Corporate Centre Employment Area' Map 16-8

Under 16.10.2 Land Use, policy 16.10.2.1 references MAP 15-8 and should reference MAP 16-8.

16.10.2.1 Notwithstanding the Business Employment policies of this Plan, only the following uses will be permitted for lands shown on Map 15-8 as Special Permissions Areas:

Recommendation No. 11: Section 16.10.2.1 should reference Map 16-8.

The foregoing comments and recommendations seek to ensure land use planning policies encourage business investment and employment opportunities in the city, and in particular, within the Hurontario Corridor to support high order transit investment.



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In conclusion, we would appreciate our firm being placed on the City's mailing list regarding any future public notices, updates, reports, Committee and Council Agenda related Items, and any Council decision or actions on the above captioned matter. Please note this submission does not preclude any future submissions regarding this matter.

Thank-you in advance for your consideration of our request, and please advise if any additional information is required to further support our submission at your earliest convenience.

Yours truly,
Pound & Stewart Associates Limited



Philip Stewart MCIP, RPP

/la 1421ltr_'Heartland'_Proposed MOP 2051_Mar.18.2025

cc. Madame Mayor & Members of Council, c/o Administrative Assistant
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