City of Mississauga

Agenda

MISSISSAUGA

Planning and Development Committee

Date: March 9, 2020

Time: 6:00 PM

Location: Civic Centre, Council Chamber

300 City Centre Drive, Mississauga, Ontario, L5B 3C1

Members

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)
Pat Saito	Ward 9 (ex-officio)

Contact
Angie Melo, Legislative Coordinator, Legislative Services
905-615-3200 ext. 5423
angie.melo@mississauga.ca

PUBLIC MEETING STATEMENT: In accordance with the *Ontario Planning Act*, if you do not make a verbal submission to the Committee or Council, or make a written submission prior to City Council making a decision on the proposal, you will not be entitled to appeal the decision of the City of Mississauga to the Local Planning and Appeal Tribunal (LPAT), and may not be added as a party to the hearing of an appeal before the LPAT.

Send written submissions or request notification of future meetings to:

Mississauga City Council Att: Development Assistant
c/o Planning and Building Department – 6th Floor
300 City Centre Drive, Mississauga, ON, L5B 3C1
Or Email: application.info@mississauga.ca

1. CALL TO ORDER

2. DECLARATION OF CONFLICT OF INTEREST

3. MINUTES OF PREVIOUS MEETING

Approval of the February 24, 2020 Planning and Development Committee meeting minutes.

4. MATTERS TO BE CONSIDERED

4.1 SECTION 37 COMMUNITY BENEFITS REPORT (WARD 1)

4.2 PUBLIC MEETING INFORMATION REPORT (ALL WARDS)

Proposed Zoning By-law Amendments for Notes
File: BL.09-ZON

4.3 INFORMATION REPORT (ALL WARDS)
Mississauga Official Plan Review – Status Update and Engagement Timeline

5. ADJOURNMENT

City of Mississauga
Corporate Report

MISSISSAUGA

Date: February 14, 2020

To: Chair and Members of Planning and Development Committee

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

Originator's files:
OZ 18/007 W1

Meeting date:
March 9, 2020

Subject

SECTION 37 COMMUNITY BENEFITS REPORT (WARD 1)

Community Benefits contribution under Section 37 to permit a nine storey apartment dwelling with 35 units and one level of underground parking
55 Port Street East
Owner: Brown Maple Investments Ltd.
File: OZ 18/007 W1

Recommendation

That the report dated February 14, 2020, from the Commissioner of Planning and Building outlining the recommended Section 37 Community Benefits under File OZ 18/007 W1, Brown Maple Investments Ltd. (FRAM), 55 Port Street East, be adopted and that a Section 37 agreement be executed in accordance with the following:

1. That the sum of $178,500 be approved as the amount for the Section 37 Community Benefits contribution.

2. That City Council enact a by-law under Section 37 of the *Planning Act* to authorize the Commissioner of Planning and Building and the City Clerk to execute the Section 37 agreement with Brown Maple Investments Ltd. and that the agreement be registered on title to the lands in a manner satisfactory to the City Solicitor to secure the community benefits contribution.

Report Highlights

- The City is seeking a Community Benefits contribution under Section 37 of the *Planning Act*, in conjunction with the proponent's rezoning application
- The proposal has been evaluated against the criteria contained in the Corporate Policy

and Procedure on Bonus Zoning

- The Community Benefits contribution comprises of a $178,500 cash contribution and will be used towards public art along the waterfront trail and/or in the vicinity of the subject property

Background

On October 15, 2019, a Recommendation Report was presented to Planning and Development Committee (PDC) recommending approval of rezoning applications on the subjects lands under File OZ 18/007 W1, by Brown Maple Investments Ltd. (FRAM), to a permit 9 storey apartment building subject to certain conditions. PDC passed Recommendation PDC-0075-2019 which was subsequently adopted by Council on October 23, 2019. As part of the recommendation, staff was directed to hold discussions with the applicant to secure Community Benefits in accordance with Section 37 of the *Planning Act* and the Corporate Policy and Procedure on Bonus Zoning, and to return to Council with a Section 37 report outlining the recommended Community Benefits. The purpose of this report is to provide comments and a recommendation with respect to the proposed Section 37 Community Benefits.

Comments

An aerial photograph and the concept plan for the proposed development is provided in Appendices 1 and 2.

Section 37 Community Benefits Proposal

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in Mississauga Official Plan, this policy enables the City to secure community benefits when increases in permitted development are deemed good planning by Council through the approval of a development application. The receipt of the Community Benefits discussed in this report conforms to Mississauga Official Plan and the Corporate Policy and Procedure on Bonus Zoning.

"Community Benefits" is defined in the Corporate Policy and Procedure as meaning facilities or cash secured by the City and provided by an owner/developer for specific public capital facilities, services or matters. Chapter 19.8.2 of the Official Plan provides examples of potential Community Benefits, e.g. the provision of public art, the provision of multi-modal transportation facilities, the provision of streetscape improvements, etc.

Following Council's approval in principle of the subject applications, Planning staff consulted with representatives from Community Services, Transportation and Works, and Corporate Services to discuss potential community benefits. Subsequent to this meeting, Planning staff then met with the developer and Ward 1 Councillor, Stephen Dasko on separate occasions to discuss the possible community benefits relating to the proposal.

Written confirmation has been provided by the owner confirming that the Community Benefit of a $178,500 cash contribution towards the public art along the waterfront trail and/or within the vicinity of the subject property.

Guiding Implementation Principles

The Section 37 Community Benefits proposal has been evaluated against the following guiding implementation principles contained in the Corporate Policy and Procedure on Bonus Zoning.

1. Development must represent good planning.

A fundamental requirement of the use of Section 37 is that the application being considered must first and foremost be considered "good planning" regardless of the Community Benefit contribution.

The Recommendation Report dated August 23, 2019, presented to PDC on October 15, 2019, evaluated the proposed rezoning and recommended that the application be approved as it was found acceptable from a planning standpoint and represents good planning.

2. A reasonable planning relationship between the secured Community Benefit and the proposed increase in development is required.

The proposed contribution towards public art on the waterfront trail or within the vicinity of the subject property is considered a Community Benefit.

In order to determine a fair value of the Community Benefit, Realty Services retained an independent land appraisal to determine the increased value of the land resulting from the height and density increase. The overall increased value of this land has been determined to be $595,000. According to the Corporate Policy and Procedure, a Community Benefit contribution should be in the range of 20% to 40% of the increased value of the land. The contribution of $178,500 represents a 30% of the land lift value and is acceptable to the property owner.

3. Community Benefit contributions should respond to community needs.

Mississauga Official Plan contains various policies that encourage the incorporation of public art City wide. In particular, the Port Credit Local Area Plan identifies public art as a contributing factor to the character of the Port Credit Community Node.

Mississauga Official Plan, within the Implementation Chapter of the plan, lists the provisions of public art as an item in which Community Benefit funds can be attributed towards.

In accordance with the Corporate Policy and Procedure, Ward 1 Councillor, Stephen Dasko, has been consulted regarding the negotiations and supports the proposed Community Benefit contribution.

4. Ensure that the negotiation process of Section 37 Agreements is transparent.
The land appraisal report prepared by an independent land appraiser is available for viewing. Any proposed public art initiatives would be subject to a detailed assessment and may be subject to community consultation and Council approval.

Section 37 Agreement
The Planning and Building Department and the owner have reached a mutually agreed upon terms and conditions of the Community Benefit and related agreement for the subject lands. The agreement provisions will include the following:

- a Community Benefit contribution of $178,500;
- the contribution is to be used towards public art along the waterfront trail and/or within the vicinity of the property;
- the agreement is to be registered on title to the lands in a manner satisfactory to the City Solicitor, to secure the said benefits.

Financial Impact
Cash benefits received from a Section 37 agreement will be collected by the Planning and Building Department and held in a Section 37 Reserve Fund set up for that purpose. This fund will be managed by Accounting, Corporate Financial Services, who are responsible for maintaining a record of all cash payments received under this policy.

Conclusion
Cash benefits received from a Section 37 agreement will be collected by the Planning and Building Department and held in a Section 37 Reserve Fund set up for that purpose. This fund will be managed by Accounting, Corporate Financial Services, who are responsible for maintaining a record of all cash payments received under this policy.

Attachments
Appendix 1: Aerial Photograph
Appendix 2: Concept Plan

A. Whittemore

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

Prepared by: David Ferro, MCIP, RPP, Development Planner

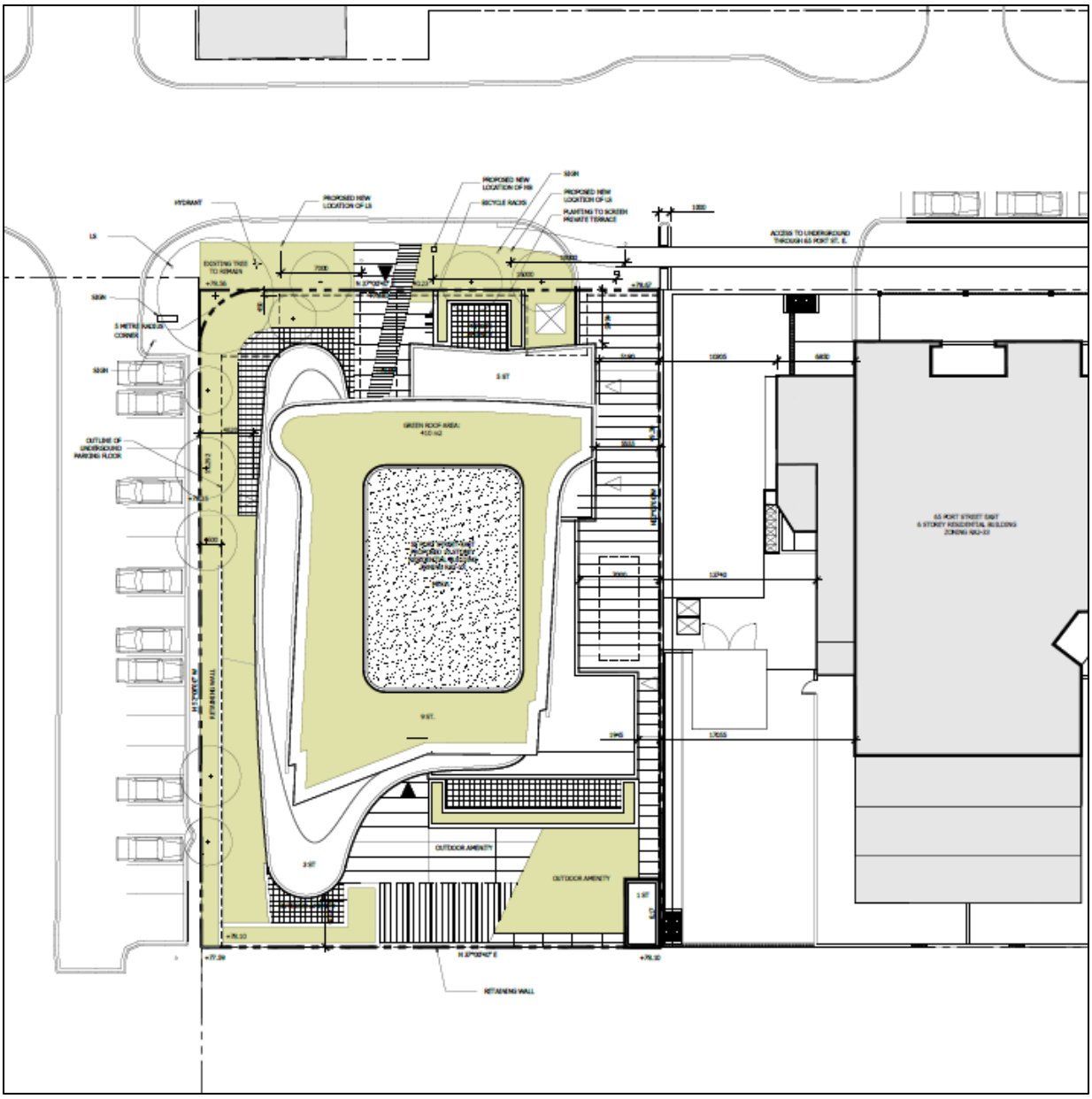
Brown Maple Investments Ltd. **File: OZ 18/007 W1**

Aerial



Brown Maple Investments Ltd. **File: OZ 18/007 W1**

Concept Plan



City of Mississauga
Corporate Report

MISSISSAUGA

Date: February 14, 2020

To: Chair and Members of Planning and Development Committee

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

Originator's file:
BL.09-ZON (All Wards)

Meeting date:
March 9, 2020

Subject

PUBLIC MEETING INFORMATION REPORT (ALL WARDS)
Proposed Zoning By-law Amendments for Notes
File: BL.09-ZON

Recommendation

1. That the report dated February 14, 2020, from the Commissioner of Planning and Building regarding proposed zoning by-law amendments for Notes under File BL.09-ZON, be received for information.

2. That following the public meeting, staff report back to Planning and Development Committee on any submissions made.

Background

The zoning by-law currently contains Notes that serve different functions. Some of the Notes are used to provide additional information by referring the reader to other relevant sections of the by-law. Other Notes function as by-law regulations.

To see examples of the different types of Notes in the by-law, see Appendix 1.

There are multiple benefits to clarifying Notes versus regulations in the by-law:

1. There will be less confusion for the public and for staff. Using the terminology "Notes" does not make it clear that they are enforceable regulations.
2. Informational Notes would not form part of the by-law, which means that any changes required in the future can be done without the need for a public process. Illustrations and examples are already treated this way in the by-law.

3. Some Notes should be removed from the by-law as they are redundant, no longer relevant or create conflicts with regulations. Removing them will create a more efficient and straightforward zoning by-law.

The purpose of this report is to present proposed zoning by-law amendments to: relocate those Notes that function as regulations into appropriate sections of the by-law; to remove Notes that are no longer relevant, and to hear comments from the public on the proposed changes.

Comments

The intent of the proposed zoning amendments is to generally keep the content of the Notes as they currently exist, but relocate those that function as regulations. There are some exceptions, and they are as follows:

1. Some Notes will remain due to special circumstances. In Section 4.5, which contains the regulations for detached dwellings on modular lots (R12 to R14), all Notes will remain even though some of them function as regulations. The reason for this is that these are infrequently used zones with unusual lotting patterns and are subject to complex regulations. In addition, some Notes will remain as they are currently subject to an appeal before the Local Planning Appeal Tribunal (LPAT) or other by-laws currently in process.

2. Some Notes will be deleted as they are redundant or no longer relevant. For example, there are several Notes that permit common elements as part of a common element condominium. However, the definition of common element in the by-law already states that they are part of a common element condominium.

3. Some Notes create conflicts with existing regulations. For example, in Section 4.3, which contains regulations for detached dwellings on shallow lots (R6 and R7), an attached garage is required. However, there are also Notes that refer to a detached garage, and properties are not permitted to have both.

These proposed amendments will have no impact to people's property rights.

In summary, the proposed changes will provide clarification for the public and staff, reduce the need for city-initiated amendments, while not changing any of the regulations that apply to people's properties.

For a list of each amendment being contemplated, see Appendix 2.

Financial Impact

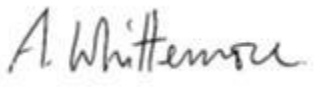
Not applicable.

Conclusion

Once the public meeting has been held, the Planning and Building Department will be in a position to make a recommendation regarding these proposed amendments.

Attachments

Appendix 1: Examples of Notes in the Zoning By-law
Appendix 2: Proposed Zoning By-law Amendments for Notes



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

Prepared by: Jordan Lee, Planner

Examples of Notes in the Zoning By-law

Column	A	B	C	D	E	F
ZONES		**R1**	**R2**	**R3**	**R4**	**R5**
Table 4.2.1 continued from previous page						
13.0	**ACCESSORY BUILDINGS** AND **STRUCTURES**	✓ (6)	✓ (6)	✓ (6)	✓ (6)	✓ (6)

NOTES:
(1) See also Subsections 4.1.1, 4.1.16 and 4.1.17 of this By-law.
(2) See also Subsections 4.1.7 and 4.1.8 of this By-law.
(3) See Subsection 4.1.12 of this By-law.
(4) See Subsection 4.1.9 of this By-law.
(5) See Part 3 of this By-law.
(6) See Subsection 4.1.2 of this By-law.
(7) Where a **lot** abuts a **lot** with an existing **front yard** of 12.0 m or more, the minimum **front yard** shall be 12.0 m.
(8) The setback to the **garage face** shall be the same as the **front yard**.
(0379-2009), (0181-2018/LPAT Order 2019 February 15)
(9) The setback to the **garage face** shall be the same as the **exterior side yard**.
(0379-2009), (0181-2018/LPAT Order 2019 February 15)

Notes (1) to (6) are for informational purposes. Notes (7) to (9) function as zoning regulations.

Proposed Zoning By-law Amendment for Notes

Table/Section	Note	Regulation	Comments
1.1.18	N/A	Examples and illustrations are for the purpose of clarification and convenience, and do not form part of this By-law.	Include notes so that they are no longer part of the by-law, and can be changed for technical reasons when necessary
2.1.14.1	1	Where a buffer block and/or 0.3 m reserve is located between a designated right-of-way and a required yard/setback, the width of the buffer block and/or 0.3 m reserve shall be added to the minimum centreline setback requirement.	Add as a new regulation
3.1.2.1	1	Visitor parking spaces shall not be required for an apartment for which a building permit has been issued on or before May 29, 2009.	Add as a new regulation for CC1-CC4 zones
3.1.2.1	2	All required parking spaces must be accessible to all users participating in the shared parking arrangements and may not be reserved for a particular use or occupant.	Add as a new regulation for CC1-CC4 zones
3.1.2.2	1	Where permanent fixed seating is open-style bench or pew, each 0.5 m of bench or pew space is equal to one (1) seat for the purpose of calculating required parking.	Add as a new regulation
3.1.2.2	4	Manufacturing Facility (Multiple-Occupancy Mixed Use Building) a building(s) occupied by more than one (1) occupant located on one (1) lot, primarily used for manufacturing, warehouse/distribution and/or wholesaling facilities, but may contain other non-manufacturing, non-warehouse/distribution and/or non-wholesaling facilities. Where the non-manufacturing, non-warehouse/distribution and/or non-wholesaling facilities exceed 50% of the total gross floor area - non-residential of the site, separate parking will be required for all uses in accordance with the regulations contained in Table 3.1.2.2 of this By-law.	Add as a new regulation
3.1.2.2	5	Warehouse/Distribution Facility, Wholesaling Facility (Multiple-Occupancy Building) a building(s) occupied by more than one (1) occupant located on one (1) lot, where the primary function of all occupants is warehousing, distribution or wholesaling.	Add as a new regulation
3.1.2.2	6	Where a single occupant office building includes a manufacturing, warehouse/distribution and/or wholesaling facility component and the GFA - non-residential of the manufacturing, warehouse/distribution and/or wholesaling facility component is greater than 10% of the total GFA - non-residential of the building, parking for the manufacturing, warehouse/distribution and/or wholesaling facility component shall be calculated in accordance with the applicable manufacturing, warehouse/distribution and/or wholesaling facility (single occupancy) regulations contained in Table 3.1.2.2 of this By-law.	Add as a new regulation

Proposed Zoning By-law Amendment for Notes

Table/Section	Note	Regulation	Comments
3.1.2.3	1	Excludes resident physicians, dentists, drugless practitioners, health professionals, retirement buildings and long-term care buildings.	Add as a new regulation
3.1.3.1	1	Where only 1 accessible parking space is required, a Type A accessible parking space shall be provided.	Add as a new regulation
3.1.3.1	2	Where more than 1 accessible parking space is required: (2.1) if an even number of accessible parking spaces are required, an equal number of Type A and Type B accessible parking spaces must be provided; (2.2) if an odd number of accessible parking spaces are required, an equal number of Type A and Type B accessible parking spaces must be provided and the odd space may be a Type B accessible parking space	Add as a new regulation, slightly amend wording and include a reference to the appropriate illustration
3.1.3.1	3	Where a shared parking arrangement is used for the calculation of required visitor/non-residential parking, the required accessible parking space requirement will be calculated on either the visitor component or non-residential component.	Add as a new regulation
4.1.2.2	1	The maximum lot coverage in an applicable zone is inclusive of the combined total area used for all accessory buildings and structures, including a detached garage.	Add as a new regulation
4.1.2.2	2	In zones where the interior side yard is regulated by the number of storeys, the interior side yard to an accessory structure shall comply with the yard required for a one storey dwelling.	Add as a new regulation and include detached garages
4.1.2.2	3	In zones having a combined width of interior side yards regulation, accessory structures shall comply with the required interior side yard regulation and the combined width of interior side yards regulation.	Add as a new regulation and include detached garages
4.1.12.1	1	Only one attached garage or one detached garage shall be permitted per lot.	Add as a new regulation and include Note (2) from Table 4.1.12.1
4.1.12.1	2	Line 1.0 shall not apply in RM4, RM7 to RM12 zones	See above
4.1.12.1	3	The maximum lot coverage in an applicable zone is inclusive of the combined total area used for a detached garage and all other accessory buildings and structures.	Reference the existing regulation
4.1.12.1	4	In zones where the interior side yard is regulated by the number of storeys, the interior side yard to a detached garage shall comply with the yard required for a one storey dwelling.	Reference the existing regulation
4.1.12.1	5	In zones having a combined width of interior side yards regulation, detached garages shall comply with the required interior side yard regulation and the combined width of interior side yards regulation.	Reference the existing regulation
4.1.12.1	7	On two adjoining lots in a Residential Zone, a detached garage with a joint party wall is	Add as a new regulation

Proposed Zoning By-law Amendment for Notes

Table/Section	Note	Regulation	Comments
		permitted.	
4.2.1	7	Where a lot abuts a lot with an existing front yard of 12.0 m or more, the minimum front yard shall be 12.0 m.	Add into the table
4.2.1	8	The setback to the garage face shall be the same as the front yard.	Add into the table
4.2.1	9	The setback to the garage face shall be the same as the exterior side yard.	Add into the table
4.3.1	8	A detached garage is not permitted in a rear yard.	Delete from by-law as an attached garage is required and only one garage is permitted
4.4.1	2	A maximum of 36 m^2 of the floor area of the garage shall be excluded from the calculation of lot coverage where the garage is one storey with no habitable rooms above, located in a rear or interior side yard and is 15.0 m or more from the front lot line.	Delete from by-law as an attached garage is required and only one garage is permitted
4.4.1	3	On an interior lot, a maximum of 12 m^2 of porch area shall be excluded from the calculation of lot coverage.	Add as a new regulation
4.4.1	4	On a corner lot a maximum of 20 m^2 of porch area shall be excluded from the calculation of lot coverage	Add as a new regulation
4.4.1	6	On an interior lot, the front yard may be reduced to 6.0 m where a garage is located in a rear or interior side yard and is located 15.0 m or more from the front lot line.	Delete from by-law as an attached garage is required and only one garage is permitted
4.4.1	7	No part of any garage may be located closer to the front lot line than the main front entrance	Add into the table
4.4.1	8	Regulation is not applicable where the regulations of Line 8.2 have been applied.	Add into the table and amend Line 8.2 to remove reference to detached garage
4.4.1	13	Accessory buildings and structures shall not be located within the front and exterior side yards	Add into Section 4.1.2 and remove the front yard restriction as it is redundant
4.4.1	14	On an interior lot, maximum lot coverage shall be 45% where the projection of a garage beyond the main front entrance or the main entry feature, where provided, is less than or equal to 1.0 m and the projection of a garage beyond the main front entrance is less	Add as a new regulation

Proposed Zoning By-law Amendment for Notes

Table/Section	Note	Regulation	Comments
		than or equal to 2.5 m.	
4.4.1	15	The setback to the garage face shall be the same as the front yard.	Add into the table
4.4.1	16	The setback to the garage face shall be the same as the exterior side yard.	Add into the table
4.7.1	1	Common elements are permitted within a common element condominium corporation.	Delete from by-law as existing definition makes this redundant
4.8.1	8	The setback to the garage face shall be the same as the front yard.	Add into the table
4.8.1	9	The setback to the garage face shall be the same as the exterior side yard.	Add into the table
4.8.1	10	Where the rear yard is the attached side of a semi-detached, the interior side yard shall permit encroachments and projections, accessory structures and swimming pools in accordance with rear yard regulations.	Delete from by-law as regulation is not relevant
4.9.1	1	Common elements are permitted within a common element condominium corporation	Delete from by-law as existing definition makes this redundant
4.10.1	2	A wing wall and/or heating and/or air conditioning equipment shall not be located closer to a street line than a townhouse.	Add into the table
4.10.1	3	Provided that the platform with or without direct access to the ground shall have a 3.0 m setback to a lot line.	Add into the table
4.12.1	1	Common elements are permitted within a common element condominium corporation.	Delete from by-law as existing definition makes this redundant
4.12.1	2	Measured from the exterior of outside walls and the midpoint of interior walls.	Delete from by-law as existing definition makes this redundant
4.13.1	8	The setback to the garage face shall be the same as the front yard.	Add into the table
4.14.1	1	Measured to the highest ridge of a sloped roof.	Add into the table
4.14.1	3	Only applies to the RM7 zone if lands are used for a duplex or triplex	Add into the table
4.14.1	4	Where there are buildings with different heights on one lot, the average of the required setbacks shall be used.	Add into the table
4.14.1	8	Excludes private outdoor space.	Add into the table
4.14.1	9	The calculation of height shall be exclusive of structures for rooftop access, provided that the structure has a maximum height of 3.0 m; a maximum floor area of 20.0 m^2; and it is set back a minimum of 3.0 m from the exterior edge of the building.	Add into the table

Proposed Zoning By-law Amendment for Notes

Table/Section	Note	Regulation	Comments
4.14A.1	1	Common elements are permitted within a common element condominium corporation.	Delete from by-law as existing definition makes this redundant
4.14A.1	2	Measured from the exterior of outside walls and the midpoint of interior walls.	Delete from by-law as existing definition makes this redundant
4.14A.1	9	The calculation of height shall be exclusive of structures for rooftop access, provided that the structure has a maximum height of 3.0 m; a maximum floor area of 20.0 m^2; and it is set back a minimum of 3.0 m from the exterior edge of the building.	Add into the table
4.14A.1	10	Measured to the highest ridge of a sloped roof.	Add into the table
4.14A.1	11	Excludes private outdoor space.	Add into the table
4.14B.1	1	Measured to the highest ridge of a sloped roof.	Add into the table
4.14B.1	3	Air conditioning equipment is permitted in the required front or exterior side yard, provided it is located on a balcony.	Add into the table
4.14B.1	7	Exclusive of landscaped area at grade.	Add into the table
6.2.1	5	The minimum yard/setback to a fuel dispensing island weather canopy shall be measured to the face of the canopy.	Add into Table 6.1.2.1
6.2.1	10	Where a lot abuts a Residential Zone.	Add into the table
7.2.1	4	Additions which are constructed onto any building or structure legally existing on the date of passing of this By-law shall not be subject to the regulations of Lines 4.1 to 4.3 contained in Table 7.2.1 of this By-law.	Add as a new regulation
8.2.1	7	An interior side yard is not required where an interior side lot line abuts a railway right-of-way that includes a spur line.	Add as a new regulation
8.2.1	8	A rear yard is not required where a rear lot line abuts a railway right-of-way that includes a spur line.	Add as a new regulation
8.2.1	10	The minimum yard/setback to a fuel dispensing island weather canopy shall be measured to the face of the canopy.	Add into Table 8.1.10.1
9.2.1	2	Not including a memorial stone or monument.	Add into the table

City of Mississauga
Corporate Report

MISSISSAUGA

Date: February 14, 2020

To: Chair and Members of Planning and Development Committee

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

Originator's files:
CD.02-MIS

Meeting date:
March 9, 2020

Subject

INFORMATION REPORT (ALL WARDS)
Mississauga Official Plan Review – Status Update and Engagement Timeline

Recommendation

That the report titled "Mississauga Official Plan Review – Status Update and Engagement Timeline" dated February 14, 2020 from the Commissioner of Planning and Building, be received for information.

Report Highlights

- Since the June 2019 endorsement of the Mississauga Official Plan (MOP) Work Program, significant background research and analysis and internal cross-divisional meetings have been undertaken, including a legal audit of MOP and the preparation of thematic policy discussion briefs
- Discussion briefs will guide community and stakeholder engagement through these six thematic policy areas: Reconfirm Vision and Guiding Principles; City Structure and Urban Design; Transportation; Environment & Climate Change; Housing; and, Complete Community and Culture
- Community meetings and active engagement is scheduled for June 2020 while outreach to the Indigenous Peoples and the Haudenosaunee will continue

Background

Mississauga Official Plan (MOP) provides the goals, objectives and policies to manage and direct the physical growth and development of the City and the effects of physical change on the social, economic, cultural and natural environment of the City. It also forms the basis for detailed land use designations and urban design policies, and sets the context for the review and approval of development applications.

MOP is for the most part effective in terms of conformance with the 2019 Provincial Growth Plan and the proposed Provincial Policy Statement. However, it is important that MOP policy updates are made to address policy weaknesses resulting from changing conditions or new directions. For example, in 2009 when MOP was last comprehensively reviewed and updated, housing affordability and climate change were not focal issues as they are today. Furthermore, current directions from the City's numerous cross-divisional initiatives and plans[1], need to be considered to modernize MOP policy.

The MOP Review work program endorsed at the June 10, 2019 Special Council meeting officially marked the start of the MOP Review (See Appendix 1).

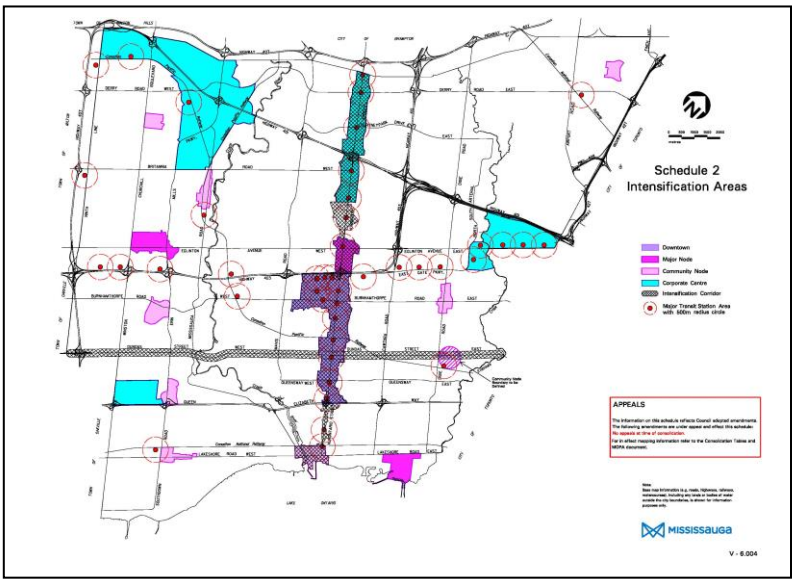
The MOP Review aims to make MOP a more streamlined and strategic document, with guiding objectives to: address conformity to and consistency with provincial and regional policy; simplify MOP policy and reduce duplication; be innovative and consider policy best practices and new trends; and, provide certainty in policy direction.

Several key work program items have been undertaken to date, including:

- Legal audit: Audit of existing MOP policy was conducted to clarify the required policy updates to align with recent Provincial legislative amendments and to conform with key regulatory areas in the 2019 Provincial Growth Plan (Growth Plan). The audit also identified what official plan policy can and cannot address.

- Growth management policy review: Data analysis was undertaken to understand how MOP policies were performing to direct growth to the designated Intensification Areas shown in the below Schedule 2 excerpt from MOP. There is strong alignment between recent and proposed residential unit developments and the City's Intensification Areas, with an average of 74% of issued building permits and 62% of proposed developments being located in Intensification Areas. A majority of the new residential units are apartments, with over 90% located in Intensification Areas. For new non-residential development, most new office gross floor area is located in Intensification Areas (See Appendix 2).

[1] Refer to Appendix 1: Corporate Report presented at June 10, 2019 Special Council meeting (Appendix 2 – Cross-City Divisional Initiatives and Plans)



- Cross-divisional meetings: Met with divisions across the City to record preliminary comments on required MOP policy changes to update, simplify and/or strengthen policy, address alignment with cross-divisional master plans and strategies, as well as learn about current MOP policy areas that are working well.

- Launch of MOP Review public engagement site: A dedicated digital engagement platform for the MOP Review was launched on yoursay.mississauga.ca to communicate and document the review status and invite public comments and ideas.

- Film Forum and Competition: The Our Future City – Urban Film Forum was held on November 2, 2019 to start the dialogue with the community about topics relevant to the MOP Review, including inclusive cities, affordable housing and diversity. The comments received from the public in response to the question "What is your vision for the future of our city?" will be included as part of the consultation record (See Appendix 3). A short film competition held as part of the film forum, resulted in three award-winning films that also provided community perspectives about the future of the city.

Comments

The MOP Review anticipates evolutionary changes to existing MOP policy that is based on the need to implement approved provincial, regional and City policy and strategic directions.

Overall, Mississauga Official Plan (MOP) policies are working to direct growth, create complete communities, protect the environment, develop transit and active transportation-oriented systems, and promote high quality urban design. However, there is need to fine-tune and in some cases substantially update MOP policy, in response to changing conditions on issues such as climate change, affordable housing and transit-oriented development.

Council directives on housing matters such as provision of seniors housing and gentle intensification through detached home replacement, as well as any emerging directives, will also be considered through the MOP Review.

Ongoing local area projects with MOP policy implications, for example the Meadowvale Neighbourhood Character Study, Reimagining the Mall and implementation of Dundas Connects, will continue independently and may coincide with MOP Review policy amendments or proceed as separate MOP amendments.

Engagement and Outreach

The proposed public and stakeholder engagement process is sensitive to the considerable recent public engagement and approval processes undertaken by the City to develop or update many master and strategic plans that now have implications for MOP policy (e.g. Transportation Master Plan, Climate Change Action Plan, Housing Strategy, *Future Directions* Master Plans[2]). The engagement program will collaborate with other ongoing City projects' engagement where possible to maximize participants' time.

The proposed engagement and outreach program is multi-phased to align with the MOP Review process (See Appendix 5). At the core of the engagement program are community meetings to be held at key junctures over the course of the MOP Review. To start, a total of three community meetings are proposed in June 2020, within the north, central and south areas of Mississauga. The engagement program also includes youth, Indigenous Peoples and the Haudenosaunee outreach and engagement. There will be opportunities for topic specific discussions with various participants as required.

Refreshing the Vision & Confirming Priorities

In June 2020, the MOP Review team plans to launch community engagement meetings. Outreach with the community, stakeholders, Indigenous Peoples and the Haudenosaunee will continue, with the intent to refresh the MOP vision and confirm policy priorities.

Discussion briefs are being prepared for use during the engagement process to communicate and generate dialogue on policy considerations under the following six thematic policy areas. These discussion briefs will be made available on the MOP Review webpage and at engagement and outreach events. Comments, questions and issues generated throughout the engagement process, including through the engagement platform, will help to further develop the policy direction in each of these thematic areas, and may lead to policy theme adjustments or to additional focal policy areas.

[2] *Future Directions* Master Plans include five plans for: Parks & Forestry; Library; Culture; Recreation; Fire & Emergency Services

- *Reconfirm Vision and Guiding Principles*
  The current MOP Vision and Guiding Principles align with the City's Strategic Plan; however, in the almost 10 years since MOP approval, there have been changes in policy direction and priorities at the provincial, regional and city level (e.g. greater emphasis placed on affordable housing and environmental sustainability). A refresh of the MOP Vision and Guiding Principles is needed to ensure current priorities are captured.

- *City Structure and Urban Design*
  The 2019 Provincial Growth Plan (Growth Plan) mandates the identification of strategic growth areas[3] in support of achieving minimum intensification targets for residential development. Major changes to the city's strategic growth area boundaries under the current City Structure are not anticipated, with exception of major transit station area (MTSA)[4] boundaries that will be delineated (See Appendix 4). The addition of MTSAs will be significant, with up to 64 potential station areas in Mississauga. There may be opportunity to simplify the node layers (i.e. Major and Community Nodes) and improve height and density certainty through policy. The Corporate Centre Character Areas boundaries will be reviewed for alignment with new provincially significant employment zone (PSEZ) boundaries. Policies for lands within strategic growth areas will be reviewed, including those for the Downtown, as will urban design policies to ensure they continue to support urban form goals in strategic growth areas. This includes policy consideration of ways to improve transitions between strategic growth areas and neighbourhood areas.

- *Transportation*
  The Growth Plan seeks to align transit with growth by directing growth to major transit station areas and other strategic growth areas. Communities are to be supported by an integrated transportation network with effective transit and active transportation systems that reduce reliance on automobile travel. The City's new Transportation Master Plan (TMP) has goals for safe and accessible streets, increased use of sustainable transportation modes supported by complete streets, improved connectivity, a healthy environment, and transportation evolution. MOP transportation policy needs to be reviewed and updated to ensure alignment with these and other current transportation priorities outlined in recently approved master plans (e.g. Cycling Master Plan 2018, Parking Matters: Parking Master Plan and Implementation Strategy 2019, MiWay Five

[3] Strategic growth areas as defined in the Provincial Growth Plan: *Within settlement areas, nodes, corridors, and other areas that have been identified…to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form…include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas.*

[4] Major transit station area as defined in the Provincial Growth Plan: *The area including and around any existing or planned higher order transit station or stop…or the area including and around a major bus depot in an urban core…generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.*

Transit Service Plan 2021-2025). A concern raised by Council regarding neighbourhood traffic impacts from infill development located on the edge of existing neighbourhoods, will be considered.

- *Environment and Climate Change*
  Current MOP environmental policies are comprehensive and progressive, already addressing provincial policy direction on matters such as environmental systems (e.g. natural heritage, parks, urban forest), water conservation, storm water management, air quality, green infrastructure, and climate change. However, updates are still required, for example to parks and open spaces policy to address a change to the parkland provision ratio per *Planning Act* amendments, and to align with the City's Parks & Forestry Master Plan and Waterfront Parks Strategy Refresh. Overall, the MOP Review provides an opportunity to simplify and consolidate environmental policies while ensuring alignment with provincial, regional and city policy direction.

  Policy supporting efficient land use patterns and sustainable travel modes are found throughout MOP; however, more emphasis is needed in MOP on the climate change driver for environmentally sustainable communities. The City's new Climate Change Action Plan goals and provincial direction to reduce greenhouse gas emissions also need to be addressed.

- *Housing*
  An important issue the city is grappling with is the provision of affordable housing. One of the key actions in the City's housing strategy[5] is to strengthen existing MOP policy and add new policies supporting affordable home ownership and rental and the development of family-sized units. This includes adding new policy to enable inclusionary zoning in protected major transit station areas. In order to conform to provincial policy direction, MOP policy must also address the need to provide an appropriate range and mix of housing options and densities as well as minimum affordable housing targets. The provision of affordable housing is a citywide matter that requires a comprehensive review of the city's neighbourhoods. This includes consideration of opportunities for gentle intensification/infill in what are characterized in MOP as the city's "stable" neighbourhood areas[6], where current zoning permits only detached dwelling units[7]. This may also include more as-of-right permissions for low density dwellings. A February 5, 2020 Council directive requests a review of ways to intensify to allow replacement of the same type of homes without requiring development applications.

[5] Making Room for the Middle – A Housing Strategy for Mississauga
http://www.mississauga.ca/portal/pb/housingstrategy
[6] In reality, almost 70% of the city's neighbourhoods are experiencing population decline, resulting in "destabilization" and underutilization of city infrastructure that supports these neighbourhoods (e.g. schools, transit, community facilities)
[7] These areas represent 22% of the city's total land area

- *Complete Community and Culture*
  Key components of a complete community include community and cultural infrastructure (e.g. schools, libraries, public art), cultural heritage and employment. The items below outline potential MOP amendments that pertain to complete community policy matters:

  - With the Growth Plan's prioritization of intensification and higher densities in strategic growth areas, MOP policy will need to address the need for adequate community and cultural infrastructure to support growing communities in these areas.

  - MOP cultural heritage policies will need to align with the outcome of the City's project to update the cultural heritage landscapes inventory[8].

  - MOP policy will need to reflect provincially significant employment zones (PSEZs), update employment policies and align with direction in the City's Economic Development Strategy[9], to align with employment policy in the Growth Plan that:

    - further protects employment lands with the identification of PSEZs and calls for more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities. There is also policy emphasis on connecting employment areas with transit and active transportation networks.

    - promotes *"integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment."*[10]

Testing Directions

Following review and consideration of comments received for the proposed policy priority areas, preliminary policy directions will be presented in late-Fall 2020 to the communities. A Report on Comments will then be presented to the Planning and Development Committee (PDC) with a summary of comments heard and how they were addressed, and an update on the proposed policy directions. The report will seek PDC approval to move forward with drafting MOP policy amendments.

Finalizing the Plan

2021 will be devoted to refining the policies and circling back to the communities to confirm how comments were addressed. Focus will also be placed on conformity to the Regional Official Plan. Update reports will be presented to the Planning and Development Committee and a public meeting will be held when a final draft of MOP policies are available.

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[8] Conserving Heritage Landscapes: https://yoursay.mississauga.ca/cultural-heritage-landscape-project
[9] Mississauga Economic Development Strategy 2020-2025: https://yoursay.mississauga.ca/edstrategy
[10] Growth Plan policy 2.2.5.1.d.

Financial Impact

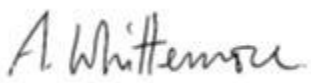
There is no financial impact resulting from the recommendation in this report.

Conclusion

The MOP Review is on target to commence the engagement meetings in June 2020. Feedback received on the six thematic policy areas will inform the MOP vision refresh and confirm policy priorities. A comment summary report and proposed policy directions will be presented to the Planning & Development Committee in late-Fall 2020.

Attachments

Appendix 1: Report to Special Council June 6, 2019: MOP Review Work Program
Appendix 2: Residential and Non-Residential Growth Statistics
Appendix 3: Film Forum Consultation Comments
Appendix 4: MOP Schedule 1b: Urban System – City Structure
Appendix 5: MOP Review and Engagement Timelines



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

Prepared by: Sharleen Bayovo, Planner, City Planning Strategies

City of Mississauga
Corporate Report

MISSISSAUGA

Date: 2019/05/17

To: Chair and Members of Council

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's file: CD.02-MIS

Meeting date: 2019/06/10

Subject
Mississauga Official Plan Review - Work Program

Recommendation
That the work program contained in the report titled "Mississauga Official Plan Review – Work Program" dated May 17, 2019 from the Commissioner of Planning and Building be endorsed as the basis for the Mississauga Official Plan Review.

Report Highlights
- The City is required to update its official plan no less frequently than ten years after a new plan comes into effect; Mississauga Official Plan (MOP) came into effect on November 14, 2012
- A comprehensive review of MOP is proposed to address the changing and evolving legislative and policy framework occurring at the Province and the Region and to align with cross-divisional plans and strategies
- The MOP Review Work Program has four components that extend over three years to 2021, including: 1) project planning; 2) comprehensive policy review; 3) outreach and engagement program; and, 4) Region of Peel Official Plan conformity and presentation of a draft MOP

Background
Mississauga Official Plan (MOP) provides the goals, objectives and policies to manage and direct the physical growth and development of the City and the effects of physical change on the social, economic, cultural and natural environment of the City. It also forms the basis for detailed land use designations and urban design policies, and sets the context for the review and approval of development applications.

Section 26 of the *Planning Act* outlines the requirements for updating an official plan, including: revising the official plan no less frequently than ten years after a new plan comes into effect; holding a Special Meeting of Council; and, consulting with the approval authority and prescribed public bodies with respect to the revisions that may be required to the official plan. Details of the Section 26 and other relevant sections of the *Planning Act* are outlined in Appendix 1.

Since MOP came into effect on November 14, 2012, the Province has released a new Growth Plan for the Greater Golden Horseshoe and Greenbelt Plan which MOP must conform to and a new Provincial Policy Statement that MOP must be consistent with. Further, the Region of Peel Official Plan is under review and Mississauga's Official Plan will be required to be brought into conformity to it. In addition to the *Planning Act*, there are numerous pieces of legislation and regulations that have implications for official plan policies. The recently introduced Bill 108 More Homes, More Choice Act, 2019, with proposed changes to 13 Acts (including the *Planning Act, Development Charges Act, Local Planning Appeal Tribunal Act* and other legislation) will also have implications for official plan policies. Preliminary list of plans, policies, legislation and regulations that must be considered in the review of the official plan are also included in Appendix 1.

Since the last review of MOP, a multitude of City-initiated master plans and strategies have been completed or are being undertaken by divisions across the City in the areas of transportation, environment, community services, cultural heritage, economy, and infrastructure. The results of these initiatives will need to be incorporated into the official plan. Appendix 2 lists these City initiatives.

It is also timely to engage with stakeholders and the public as well as with Indigenous Peoples and the Haudenosaunee regarding their vision for Mississauga's future and to assess if the official plan policies that guide the city's growth and development remain appropriate and are achieving its objectives.

The purpose of this report is to recommend a work plan, subject to the results of the Special Council meeting, for the review of MOP.

Comments

Review Approach

A comprehensive review of MOP is proposed to address the changing and evolving legislative and policy framework occurring at the province and the region and to align with cross-divisional plans and strategies. With MOP approaching 10 years of age, it is time to reassess and take stock of MOP's vision and policy direction. During the review, effort will be made to simplify policy and reduce duplication as well as consider policy best practices and innovation, with the intent to make MOP a more streamlined and strategic document.

Work Program Elements

The MOP review will address the four focal areas discussed below and shown in Appendix 3:

Position City for the Next Phase of Growth

To position Mississauga for the next phase of growth and city building, a review of the MOP vision and urban structure is required. An important change to the city's urban structure comes from Growth Plan requirements to identify and plan for minimum density targets at major transit station areas (MTSAs) of which Mississauga has more than 60. City staff are currently working with the Region to delineate MTSA boundaries and review land use permissions within the defined catchment areas. An urban structure and capacity study is also being undertaken that will integrate the MTSA work, assess growth capacity across the city and ensure the city is able to accommodate the regional growth allocation. With applications for significant increases to residential building heights and densities over the last decade it is timely to consider how many additional units are needed to accommodate future growth and the built forms that are necessary and desirable.

Conformity and Consistency

MOP must conform to provincial plans and the Region of Peel's official plan, be consistent with provincial policy statements, and consider numerous pieces of provincial legislation and regulations. To assist with this work, the legal firm Loopstra Nixon has been retained to conduct a legal audit of MOP. This audit will identify policy updates needed for compliance as well as present options and best practices to address policy areas that are new or existing policy that has been challenging for the City to implement.

City Planning Strategies Initiatives

The City Planning Strategies division has several initiatives that will need to be implemented through MOP policy amendments, for example the Housing Strategy, the Dundas Connects Master Plan, Reimagining the Mall, Downtown Strategy Update, Meadowvale Character Study, Cooksville Study, and MTSA Studies.

Cross-City Divisional Initiatives and Plans

Master plans and strategies that have been completed or are being undertaken by divisions across the City will need to be reviewed for policy implications in all areas of MOP, including transportation, environment, community services, cultural heritage, economy, and infrastructure. Examples include the City's Transportation Master Plan, Climate Change Action Plan, the *Future Directions* Master Plans, and the Smart City Master Plan. (See Appendix 2.)

Work Program Timeline and Key Tasks

The work program has four components that extend over three years to 2021, as outlined below and shown in Appendix 4:

Part 1 – Project Planning

- Develop a detailed work program and address logistical elements (e.g. dedicated MOP Review webpage, creative look for MOP Review program)
- Develop an Engagement Plan
- Consult with the approval authority (Region of Peel), public bodies and other relevant stakeholders to meet legislative requirements to update MOP
- Reach out to Indigenous Peoples and the Haudenosaunee to welcome interest and participation in MOP Review
- Consult with City Council and hold a special meeting, open to the public, to discuss the MOP revisions that may be required, and obtain approval to commence the MOP Review

Part 2 – Comprehensive Policy Review

- Policy conformity review of Growth Plan and provincial legislation, and Peel Region Official Plan (ROP)
- Policy consistency review of Provincial Policy Statement, City's Strategic Plan and relevant cross-divisional master plans, strategies and studies
- Undertake comprehensive policy reviews in select areas (e.g. Vision, Urban Structure, Growth Capacity and Allocation, Transportation, Major Transit Station Areas, Climate Change)
- Consider new trends and ideas and policy implications (e.g. urban agriculture)
- Consider findings of studies undertaken to support the MOP Review (e.g. urban structure and capacity study; MOP legal audit)
- Review, consolidate, simplify, and update current MOP policies, schedules and local area plans
- Policy clean-up and technical amendments
- Monitor local area studies and policy initiatives that are independent from the MOP review, but have policy implications
- Status report to Planning and Development Committee

Part 3 – Outreach: Community, Stakeholders and Indigenous Peoples and the Haudenosaunee

- Undertake citizen engagement program prior to formal review of MOP policy priorities
- Hold meetings, workshops, public information centres/open houses to seek feedback on MOP vision and policy priorities
- Address feedback through policy revision work
- Status report to Planning and Development Committee

Part 4 – Regional Plan Conformity and Finalize MOP for Regional Submission

- Final conformity review of Region of Peel Official Plan

- Finalize draft MOP and hold Public Meeting
- Address public comments and finalize MOP
- Report on Comments and Recommendation Report to Planning and Development Committee
- Submit MOP to approval authority (i.e. Region of Peel)

Consultation, Engagement and Outreach

Before revising the official plan, Section 26 (3) of the *Planning Act* requires that municipalities consult with the approval authority (i.e. Region of Peel) and with the prescribed public bodies with respect to the revisions that may be required to the official plan. This requirement has been fulfilled, with public body comments outlined in Table 1 to Appendix 1. Consultation with the public bodies will continue throughout the MOP review process.

The City has also reached out to Indigenous Peoples and the Haudenosaunee to welcome their interest and participation in the MOP Review and invite their input at any time during this process.

The statutory public consultation requirements under Section 17 (1) of the *Planning Act* call for at least one public meeting and one open house in the course of preparing an official plan. Several public engagement opportunities, including an open house, will be held during the MOP Review process and a public meeting will be held when the proposed draft MOP is brought to Planning and Development Committee near the end of the review process.

The proposed public engagement process is multi-phased to align with the stages for the MOP Review process:

Phase 1: Setting the Stage – the outreach and engagement is intended to build city planning knowledge capacity in the community

Phase 2: Visioning and Setting Priorities - the engagement program will seek input on the vision and priorities for MOP

Phase 3: Testing Directions – the engagement program will confirm the vision, priorities and policy directions for MOP

Phase 4: Finalizing the Plan – the engagement program will seek feedback on the draft MOP

Phase 5: Continuing the Conversation – the engagement program will continue to provide education on planning matters

The initial launch of the engagement program this fall will focus on relevant planning and city building topics through a film event, discussion sessions, pop-ups at city events, intercept

interviews, and various digital tools. All comments received during the public engagement process will be recorded, assessed and reported to Planning and Development Committee.

Financial Impact

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

Conclusion

Recent Provincial plans, policies, legislation and regulation changes provide opportunities and contain requirements that have implications for MOP. Positioning the City for its next phase of growth also requires a MOP vision refresh and alignment of MOP policies with the City's cross-divisional initiatives and plans. The recommended work program will allow MOP to be revised to meet provincial, regional and city requirements.

As the MOP Review proceeds and thematic policy areas are prepared and public engagement commences status reports will be presented to Planning and Development Committee. Towards the end of the review process the statutory public engagement will occur. However, as the major policy areas will already have been considered during the engagement process, it is expected that most issues will have been resolved and the statutory public review process would be unlikely to raise significant new issues.

The review of MOP will bring the official plan into conformity with all Provincial requirements, incorporate the results of various City initiatives and establish a policy framework that will guide the City's growth and development over the next decade.

Attachments

Appendix 1: Official Plan Review Requirements

Appendix 2: City Initiatives

Appendix 3: Work Program Elements

Appendix 4: MOP Review Timeline

A. Whittemore

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

Prepared by: Sharleen Bayovo, Planner

Appendix 1 – Official Plan Review Requirements

Planning Act, R.S.O. c. P.13

Section 26 (1) of the *Planning Act* requires that the council of a municipality that adopted a new official plan revise the plan no less frequently than ten years after the plan comes into effect. Mississauga Official Plan (MOP) was adopted by City Council on September 29, 2010 and came into effect on November 14, 2012 when the Ontario Municipal Board approved MOP with some modifications and except for those policies still under appeal.

Section 26 (3) of the *Planning Act* requires that before revising the official plan a special meeting of council, open to the public, must be held to discuss the revisions that may be required to the official plan. The special council meeting called for June 10, 2019 to consider this report fulfills this requirement. Notice of this meeting has been given on May 2, 2019 and May 9, 2019 in the Mississauga News and complies with the notice requirements of Section 26(4) of the *Planning Act*.

Further, Section 26 (3) requires consultation with the approval authority (i.e. Region of Peel) and with the prescribed public bodies with respect to the revisions that may be required to the official plan. Table 1 identifies the consultation that has occurred with the prescribed public bodies and summarises the responses that have been received. This consultation formally advised the Region and the prescribed public bodies regarding the commencement of an official plan review and provided an opportunity for the Region and the prescribed public bodies to provide comments on matters they would like addressed as part of the official plan review. Continued consultation will be undertaken through the review process.

Section 26 (1) of the *Planning Act* requires that the official plan conform with provincial plans or not conflict with them, be consistent with policy statements and have regard for matters of provincial interest. As such, the official plan must conform with the *Growth Plan for the Greater Golden Horseshoe* (2019) and the *Greenbelt Plan* (2017) and be consistent with the *Provincial Policy Statement* (April 30, 2014). The legal firm of Loopstra Nixon has been retained to advise of other provincial and federal policies, legislation or regulations the official plan is required to address. (See Table 2)

Section 27 (1) of the *Planning Act* requires that the official plan of the lower-tier municipality conform with the official plan of the upper-tier municipality. As a lower tier municipality, Mississauga's official plan must also conform to the official plan of the Region of Peel.

Section 2 of the *Planning Act* lists matter of provincial interest that regard must be given to. These are:

(a) the protection of ecological systems, including natural areas, features and functions;

(b) the protection of the agricultural resources of the Province;

(c) the conservation and management of natural resources and the mineral resource base;

(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

(e) the supply, efficient use and conservation of energy and water;

(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

(g) the minimization of waste;

(h) the orderly development of safe and healthy communities;

(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;

(j) the adequate provision of a full range of housing, including affordable housing;

(k) the adequate provision of employment opportunities;

(l) the protection of the financial and economic well-being of the Province and its municipalities;

(m) the co-ordination of planning activities of public bodies;

(n) the resolution of planning conflicts involving public and private interests;

(o) the protection of public health and safety;

(p) the appropriate location of growth and development;

(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

(r) the promotion of built form that,

(i) is well-designed,
(ii) encourages a sense of place, and
(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

(s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

Table 1: Comments from Approval Authority and Prescribed Public Bodies

APPENDIX 1

AGENCY NAME	CONTACT / POSITION	DATE / METHOD	COMMENTS
APPROVAL AUTHORITY			
Region of Peel	Steve Jacques, Chief Planner and Director, Regional Planning and Growth Management, Public Works	February 26, 2019 Meeting with Regional staff March 19, 2019 Letter mailed	• Comments outlined in letter following this Table
CONSERVATION AUTHORITIES			
Credit Valley Conservation (CVC)	Joshua Campbell, Senior Manager, Planning, Planning and Development Services	March 29, 2019, Telephone conference	• An overhaul of Section 6 is not necessary • Overall, the policy framework of Section 6, Value the Environment, is good; however, the section's preamble and guiding/general policies does not express the City's intent and is open for interpretation • Review the technical aspects of the policies (e.g. significant woodlands, wetlands and significant wildlife habitat) to confirm they are consistent with best practices, updated provincial guidance and/or need modifications to confirm intent (e.g. exceptions for significant woodlands need some clarification related to exclusions [e.g. culturally impacted ecological land classification system units and invasive community size threshold for exclusions] and clarification that the Caledon/Peel significant wildlife habitat (SWH) criteria is to be used to screen for SWH, but site specific assessments and more recent provincial thresholds should be used for determination, etc.) • Section 6 policy was amended to implement the *Natural Heritage and Urban Forest Strategy, January 2014*, and the policy intent from this amendment should be maintained

AGENCY NAME	CONTACT / POSITION	DATE / METHOD	COMMENTS

			• The Green System structure is good, but the policy preamble is wordy
			• There is opportunity for Section 6 improvement to:
			  ○ Address ambiguity in policy and policy preamble that can result in differing policy interpretation
			  ○ Reduce policy duplication, particularly when similar policies have different terminology and are then subject to differing interpretation
			  ○ Clarify terminology (e.g. natural, remnant)
			  ○ Consider intent of policy
			• Address climate change in the policy framework – clarify offsets and mitigation, particularly with regards to wetlands
			• Review Ontario's Wetland Conservation Strategy
			• Other interests common to all conservation authorities, include watershed planning and stormwater management/infrastructure

Toronto and Region Conservation Authority (TRCA)	Jason Wagler, Senior Planner, Development Planning and Permits, Development and Engineering Services	April 22, 2019, Telephone conference and May 16, 2019 Email with detailed comments	<u>General comments</u>: • The current Mississauga Official Plan (MOP) environment policies are generally good • Recommend policy to prohibit sensitive land uses in natural hazard land areas • Determine if the Region's work to harmonize the natural heritage system mapping has implications for MOP • Assess MOP policy and mapping changes as a result of the Little Etobicoke Creek watershed analysis • Consider MOP policy for minimum buffers around natural hazards and features (with condition of further study requirements), to align with TRCA policy

AGENCY NAME	CONTACT / POSITION	DATE / METHOD	COMMENTS
			Detailed Comments: • Note that as part of Dundas Connects – the Little Etobicoke Creek Flood Evaluation Study and Master Plan EA and SPA updates have commenced. If timing permits, the results of these concurrent studies should be integrated into the updated OP (at least existing conditions floodplain mapping). • PPS conformity - Planning authorities shall consider the potential impacts of climate change that may increase the risk associated with natural hazards. Not certain if there is a clause concerning this PPS policy. • That no new lots be created within *hazardous lands* and *hazardous sites*, except for dedication to a public agency for protection purposes – It does not appear that a policy related to this is within the current OP. • That *development*, and *site alteration* not be permitted in areas that would be rendered inaccessible to people and vehicles due to *hazardous lands* and *hazardous sites*, unless the site has *safe access* appropriate for the nature of the *development* and the natural hazard. It does not appear that a policy is contained in the current OP regarding safe access. • That as a recommended condition of planning approvals, TRCA may request that all lands that are identified as part of the *Natural System*, be conveyed into public ownership. Stormwater Management Related: • That all *development* and *site alteration*, *infrastructure*, and *recreational use* meet TRCA's stormwater management criteria for

AGENCY NAME	CONTACT / POSITION	DATE / METHOD	COMMENTS
			water quantity, water quality, and erosion control • That where existing *development* or *infrastructure* has stormwater management controls that do not meet current SWM criteria, *redevelopment*, *intensification* or expansion of these areas be accompanied by a stormwater management retrofit plan. And furthermore, that the retrofit plan be developed in consultation with TRCA and the municipality with the goal of meeting TRCA's stormwater management criteria for the existing and new portions of *development* or *infrastructure*. This policy would be particularly relevant within the existing industrial areas in Mississauga. General Hazard Related: • To not support a boundary adjustment to recognize any component of the *Natural System* that has been altered, damaged, or destroyed by unauthorized activities; such activities will require replacement or *rehabilitation* of the… This policy is similar to the policy located within the Region's OP. • To promote *mitigation* and *remediation* works for existing development and *infrastructure* within *hazardous lands* and h*azardous sites* through the preparation and review of an *environmental assessment* or *comprehensive environmental study* or *technical study*, to the satisfaction of TRCA. • To not support modifications to *hazardous lands* and *hazardous sites,* such as filling, enclosure or channelization, to create additional area to accommodate or facilitate new *development* or intensification. Not certain if there is a similar policy within the OP – this TRCA policy is derived from the MNRF's direction on natural hazard management.

AGENCY NAME	CONTACT / POSITION	DATE / METHOD	COMMENTS
			• That notwithstanding 7.4.3.1 c), in circumstances where TRCA agrees that the modifications to *hazardous lands* and *hazardous sites* will result in permanent *remediation* and reduction of risk to existing *development*, serve to improve public safety or significantly improve existing hydrological or ecological conditions, such modifications may be considered where it can be demonstrated to the satisfaction of TRCA that: i. the modifications have been be evaluated on a valley or stream corridor or shoreline reach basis; ii. acceptable justification has been provided through a sub watershed plan, an *environmental assessment* or *comprehensive environmental study*; and iii. all applicable policies in Section 7 and 8 (*Regulation Policies*) have been satisfied.
Conservation Halton / Halton Region Conservation Authority	Jonathan Pounder, Coordinator, Environmental Planning	April 24, 2019, Telephone conference	• Interest in watershed studies for secondary plan areas (e.g. Ninth Line sub watershed study) • Take a systems approach to storm water management, considering benefits of low impact development as well as the cumulative impact of development • Review MOP policies for alignment with the Ontario wetland conservation strategy • Maintain buffers and setbacks to hazard areas (15 m from valley corridor) • Clarify permitted uses in buffer/hazard lands, aligning with uses permitted by Conservation Authorities • Address climate change adaptation and resilience, including not only

AGENCY NAME	CONTACT / POSITION	DATE / METHOD	COMMENTS
			ecological benefits but also economic value • Emphasis importance of natural heritage system (NHS) linkages/connections in policies; review the City's east-west NHS linkages/connections • Review Lake Ontario Shoreline policies to potentially include language regarding continuous NHS connections • May be beneficial for the OP to outline principles that would need to be studied for watershed studies/secondary plans as it relates to refinements to NHS
SCHOOL BOARDS			
Conseil Scolaire Viamonde (CSV)	Daniel Stojc, Supervisor of Planning	April 12, 2019 Telephone conference	• CSV presently has two elementary schools in Mississauga, one located in the Clarkson-Lorne Park Neighbourhood and one in the Meadowvale Village Neighbourhood • There is a CSV high school in Brampton (just north of Highway 407 at Financial Drive) that serves half of Mississauga and all of Brampton. It is operating over capacity. The southern half of Mississauga (south of Highway 403) is served by a high school located in Oakville. This school is growing but still operating below full capacity. • With a growing student population in Mississauga and several schools serving the town operating at or above capacity, CSV is continually analysing potential accommodation solutions to better serve Mississauga's growing French community • CSV is open to locating any potential schools in a mixed-use building on a transportation corridor (e.g. Dundas Street East) • Recommend that growing, high density areas (i.e. with high-rise and mixed use buildings) should be planned to include schools.

AGENCY NAME	CONTACT / POSITION	DATE / METHOD	COMMENTS
			Policy/development master plans should restrict new high rise residential development unless a school is planned for.
Dufferin-Peel Catholic School Board	Stephanie Cox, Manager of Planning Joanne Rogers, Senior Planner Krystina Koops, Planner	April 30th, 2019, Telephone conference	• No new schools are planned in Mississauga. Existing school buildings will be reused and additions to existing schools would be made if required (e.g. based on student growth forecasting). Reference: The Long Term Facilities Master Plan (to be completed by 2020) • Population growth in the City's growth areas would be accommodated in existing schools • Community partnerships are encouraged in underutilized school facilities, where schools are open and operating but a wing or floor of a school is left unoccupied • The idea of having a school facility in a multi-use building (e.g. a school at the podium level of a condominium building) is supported in the City's growth areas with higher densities. Recent changes to legislation around the use of education development charges may also support these podium type schools; however, the legislation being proposed is still draft and not expected to be passed until November. The Board would then have to either amend or renew its bylaw to incorporate the new legislation. Please note that projects will be considered on a business case model and be subject to approval by the Ministry of Education. There are many steps for boards to undertake before any of this can become reality. • The apportionment of Catholic students from high density development is typically low; however, more family-sized units have the potential to attract more families and students, and may positively impact enrollment numbers

AGENCY NAME	CONTACT / POSITION	DATE / METHOD	COMMENTS
			• In the review of MOP urban design policies, consider the costs associated with any new policies that would result in additional costs to schools boards (e.g. decorative fencing) • Supportive of policy for active transportation (e.g. walking, cycling) to/from schools
Peel District School Board	Suzanne Blakeman, Manager, Planning and Accommodation Support Services	April 30th, 2019, Telephone conference	• Refer to the Annual Planning Document, the board's major capital planning report for both the current and upcoming year. "The report provides information on new schools, additions to existing schools, identification of schools for potential consolidation, identification of schools for an accommodation review, boundary changes, community maps, information items, enrolment statistics and 10-year projections." • Capital Priority Funding application business cases must show that space in nearby schools is being used before proposing a new school site • In the next 10 years, two new schools are planned in Mississauga – one in City Centre and one in Port Credit West Village • Beyond the 10 year planning horizon there will be need for another school in City Centre and one school in Lakeview Village • Requirement dates for schools are reviewed annually and subject to change. If development and population growth occurs faster than planned in an area planned for a school, then schools may be required sooner • The idea of having a school facility in a multi-use building (e.g. a school at the podium level of a condominium building) is supported in the City's growth areas with higher densities; however, this is a challenge

AGENCY NAME	CONTACT / POSITION	DATE / METHOD	COMMENTS
			with current legislation that only allows education development charges to be used to purchase land for new school sites, not space within a multi-use building • In the review of MOP urban design policies, consider the costs associated with any new policies that would result in additional costs to schools boards (e.g. decorative fencing) • Supportive of policy for active transportation (e.g. walking, cycling) to/from schools
NATURAL GAS UTILITY			
Enbridge Gas Inc.	Kent Todd, Supervisor, Long Range Network Analysis Cody Wood, Advisor, Long Range Planning	May 7th, 2019, Telephone conference	• Enbridge Gas Distribution and Union Gas have merged, with the company name changed to Enbridge Gas Inc. All legacy natural gas lines are now under Enbridge Gas Inc. • There is a grid of Enbridge Gas Inc. natural gas pipelines across the city servicing residential, commercial and industrial uses • Interested in any new roads and planned changes to road infrastructure and road occupancy • Require advance notice of any major rezoning/redevelopment or road works to allow for assessment of gas pipeline impacts/requirements, e.g. upgrades, new infrastructure, move lines, gas transmission alterations • Pipeline requirements are assessed through the development review process • Enbridge Gas Inc. uses a GIS system to assess pipeline capacity and infrastructure requirements to accommodate future urban growth • Interested in any potential net zero emissions policy initiatives (e.g. requirements for alternative energy sources) and their use in

AGENCY NAME	CONTACT / POSITION	DATE / METHOD	COMMENTS
			redeveloping/intensification areas (reference: City of Markham's Municipal Energy Plan – Getting to Zero).
OIL AND NATURAL GAS PIPELINE			
Enbridge Pipelines Inc.	Amy Robinson, Land Analyst John Hale, Land Advisor	April 22, 2019, Telephone conference	• For development near the pipeline, maintain setbacks to allow for pipeline maintenance • Preserve existing green space along the pipeline corridor to maintain setbacks • For development or works near the pipeline (e.g. road widening, sewer/water line expansion), early notice and engagement is requested. This allows time to assess any potential impacts to the pipeline and the ability to move or protect the line, if required. • Interested in knowing about any proposed land use changes near the pipeline, to be aware of any impacts this may have for the pipeline
Sun-Canadian Pipe Line Company Ltd.	Wendy Sutherland, Field Support Coordinator for Sun-Canadian Pipe Line	April 10, 2019 Telephone conference	• The Technical Standards and Safely Authority(TSSA) guidelines must be followed • Be aware of pipeline locations. A 200m setback from pipelines is required for sensitive land uses, restricting development and intensification near a pipeline • Any public encroachment near a pipeline may present a risk of damage to the pipeline
TransCanada Pipelines	Darlene Quilty, Planning Coordinator, MHBC Planning, Urban Design & Landscape Architecture On behalf of	May 7th, 2019, Telephone conference	• Interested in development along Ninth Line, which is within 200 m of TransCanada's pipelines • Pipelines are federally regulated under the National Energy Board (NEB), requiring notification and approval by pipeline companies of any activity proposed within 30 m from the centreline of a pipeline • In accordance with CSA Code Z662, structures within 200 m of the pipeline are included within the class assessment area. New

AGENCY NAME	CONTACT / POSITION	DATE / METHOD	COMMENTS
	TransCanada Pipelines Limited		development can result in increasing the population density in the area that may result in TransCanada being required to replace its pipeline(s) to comply with CSA Code Z662. • Maintain buffer areas around pipelines to keep the pipeline corridor clear, e.g. passive open space/park lands • Maintain setbacks from the centreline of a pipeline of 7 m for buildings, 3 m for decks and sheds, to allow for access and maintenance of the pipeline • Update MOP mapping to show most recent TransCanada Pipelines transmission lines
Trans-Northern Pipelines Inc.	Sandrine Exibard-Edgard, Property Administrator Alyssa Rhynold, Land and Right-of-Way Administrator Cathy Bilotta, Damage Prevention & Land Affairs Lead	April 25, 2019, Telephone conference	• Pipelines are federally regulated under the National Energy Board (NEB) • Trans-Northern Pipeline (TNP) is obligated to monitor development and activity around the pipeline. In 2016 the prescribed area (section 112 of the National Energy Board Act and Damage Prevention Regulations) changed from 30 metres on either side of the right of way to 30 metres from the pipeline centre. • TNP has interest in protecting the pipeline and mitigating risk from any third party damage • Developers are obligated to review plans with pipeline operators prior to submitting a development proposal to a municipality- this includes setbacks, subdivision configurations, etc. TNPI would like a standard setback from our pipeline ROW requirement in each Municipality • Development proposals that may require pipeline relocation are reviewed on a case-by-case basis, requiring an application to the NEB. Note that pipeline relocation is a long process. • Maintenance/access issues must be considered if a pipeline is relocated

AGENCY NAME	CONTACT / POSITION	DATE / METHOD	COMMENTS
			• New development of high occupancy buildings (i.e. schools, hospitals & seniors' residences) within 200 m of a pipeline must consider emergency planning (e.g. evacuation)
PROPANE OPERATOR			
Praxair Canada Inc.	Jane Barnes, Engineering and Construction Manager	March 2019 Telephone conversation	• No comments
RAILWAY LINE			
Metrolinx – GO Transit	Adam Snow, Manager , Third Party Projects Review, Pre-Construction Services Brandon Gaffoor – Third Party Projects Officer – Third Party Projects Review Andreas Houlios - Third Party Projects Officer – Third Party Projects Review Matt Meere – Development Coordinator - Land Development	May 1st, 2019, Telephone conference	• Through the municipal circulation process, development applications are reviewed for land use compatibility with rail operations and for mitigation requirements (e.g. setbacks, safety barriers, noise & vibration studies) • Lands related to the GO expansion program (e.g. rail yards, pocket track) should be identified in the official plan to allow for land use compatibility review • Interested in land use compatibility studies for major transit station areas (MTSAs) along rail and LRT corridors • Land use designations and policies of Metrolinx station lands should provide flexibility that supports future intensification and redevelopment at GO Stations • Station infrastructure typically has a 60 year lifecycle; therefore, need to harmonize new MTSA development with existing infrastructure (e.g. parking structure) while looking to maximize flexibility for changing mobility patterns • Parking requirements will shift over time with increased active transportation connections; however, parking requirements will not be completely eliminated • Consider MTSA-related policy to: preserve and enhance active transportation connections to/from transit stations; integrate active

AGENCY NAME	CONTACT / POSITION	DATE / METHOD	COMMENTS
	Scott Hays, Development Coordinator – Land Development Kristen Demasi, Senior Advisor, Rapid Transit Planning Joseph Milos, Advisor, Stations Planning Jason Choy, Transportation Planner, Regional Partnerships Michelle Kearns, Program Coordination – Mobility Integration		transportation connections and infrastructure into new development at stations
CP Rail	Brian Costigan, Engineer in Training – Public Works	April 26th, 2019, Telephone conference	• CP Rail runs through Mississauga from the Dixie Employment Area in the east through to Streetsville and exits at the northwest corner of the City. Both the GO Train and freight run on this line. • Main interest is keeping separation of the rail line from the public • Avoid new at grade crossings – cross at different grades whenever possible (i.e. bridges or underpasses) • Maintain setbacks from the rail right-of-way

AGENCY NAME	CONTACT / POSITION	DATE / METHOD	COMMENTS
CN Railway	Susanne Glenn-Rigny, Senior Officer, Community Planning and Development	March 29, 2019, Telephone conference	• CN Railway has trackage south of Highway 407, along the northeast edge of the Malton neighbourhood • CN also has haulage/trackage rights over the Metrolinx Go Line that passes at the northeast edge of the Lester B. Pearson International Airport and through Malton (west of Airport Road) • There is minimal interest for CN Railway in the MOP review since there is very little interface between CN trackage and the City of Mississauga • However, for any development close to the CN rail line, the FCM Guidelines should be implemented (*Guidelines for New Development in Proximity to Railway Operations*, May 2013, prepared for the Federation of Canadian Municipalities and the Railway Association of Canada)
Orangeville Railway Development Corp.	Tony Dulisse, Transportation and Development Technologist , Infrastructure Services - ORDC	April 18th, 2019 Telephone conference	• ORDC owns the railway line that runs from Mile 0 in Streetsville, Mississauga, northwards through Brampton and Caledon to Mile 36 in Orangeville, ON • The rail line is operated through a tripartite agreement, with communication/development circulations coordinated through ORDC, the owner of the lands/line • The rail line is classified as a principle branch line, with a minimum setback of 15m from the rail right-of-way to a structure in accordance with FCM Guidelines (Federation of Canadian Municipalities) • The ORDC line runs through Mississauga's Streetsville and Meadowvale Village Neighbourhoods and the Meadowvale Business Park Corporate Centre • Any development/redevelopment along the ORDC line is the primary

AGENCY NAME	CONTACT / POSITION	DATE / METHOD	COMMENTS
			concern; however, this is not typically an issue in Mississauga since the line typically runs through built out and employment areas • Typically, land use policy changes can be addressed through development agreements that require noise and vibration studies including the implementation of mitigation measures as may be recommended by the study
GREATER TORONTO AIRPORTS AUTHORITY (GTAA)			
Greater Toronto Airports Authority	Michael Ross, Director, Long Range Strategy, Strategy and Growth Wojtek Zurek, OLS Manager, Land Use Planning, Strategy & Growth Greg Straatsma, Senior Land Use Planner, Airport Development and Technical Services Hasneet Punia, Manager, Government Affairs and Stakeholder Relations	April 11, 2019 Meeting at GTAA office	• The GTAA is focussed on being a good corporate neighbour and community partner as the airport continues to grow, investing in community engagement and programs to build its social license • The GTAA's new Noise Management Program with its recently-developed component: Noise Management Action Plan, includes extensive community outreach to improve on noise mitigation • The GTAA recommends more references to the airport throughout MOP, with regards to airport growth, economic impacts and transportation connections • The City's OPA 67 regarding aircraft noise policies should remain intact. Any proposed changes to the aircraft noise policies should not erode the Airport Operating Area • GTAA is interested in the City's major transit station area review, with regards to pre-zoning and building heights • GTAA is interested in transportation connections as they relate to the Pearson Airport Transit Hub

AGENCY NAME	CONTACT / POSITION	DATE / METHOD	COMMENTS
INFRASTRUCTURE ONTARIO			
Infrastructure Ontario	Tate Kelly, Planner, Portfolio Planning & Development Nandor Gortva, Senior Planner, Portfolio Planning & Development	April 18, 2019 Telephone conference	• Infrastructure Ontario (IO) is a Crown agency that aims to protect and optimize the value of its provincial realty portfolio • With several active and surplus properties in Mississauga, IO has interest in planned revisions to Mississauga Official Plan (MOP) through the upcoming MOP Review • IO has interest in land use flexibility to allow provincial uses in all land use designations (e.g. utilities, government offices) • For consistent terminology and definitions across the Province: All references to corridors used for the transmission and distribution of electricity should be referred to as "hydro corridors." All references to electricity infrastructure facilities should be referred to as "electricity generation facilities and transmission and distribution systems." • Request that electricity generation facilities and transmission and distributions systems be permitted in all designations, subject to any regulatory requirements for the utility involved. This would include floodplains and Environmentally Significant Areas, where it is clearly demonstrated through an environmental assessment process under the Environmental Assessment Act, including an environmental impact study, that it is the preferred location for the infrastructure. • IO has interest in MOP policy allowance for secondary uses in hydro corridors, with requested policy: • "Secondary uses, such as active and passive recreation, agriculture, community gardens, other utilities and uses such as parking lots and outdoor storage that are accessory to adjacent land uses, are encouraged on hydro corridor lands, where compatible with surrounding land uses. However, a proponent

AGENCY NAME	CONTACT / POSITION	DATE / METHOD	COMMENTS
			should be aware of the primacy of the electricity transmission and distribution facilities and that secondary uses require technical approval from Hydro One Networks Inc." • The requested policy would provide flexibility for future uses on hydro corridor lands. The inclusion of this policy offers clarity with respect to the types of secondary uses that are possible on hydro corridor lands, in accordance with the Provincial Secondary Land Use Program. Having these policies in place will also streamline the number of municipal planning approvals that a proponent must seek when they apply to HONI/IO for a secondary use. More information on the Provincial Secondary Land Use Program can be found on our website: https://www.infrastructureontario.ca/Provincial-Secondary-Land-Use-Program/
ONTARIO POWER GENERATION			
Ontario Power Generation (OPG)	Ray Davies, Manager, Real Estate Strategy	March 19, 2019 Telephone conversation	• OPG has no interest in the Mississauga Official Plan Review, due to the sale of the Lakeview Generating Station lands in Mississauga
MUNICIPALITIES			
City of Brampton	Bob Bjerke, Director, Planning Policy, Planning and Development Services Michelle Gervais, Policy Planner II, Planning and	April 18, 2019, Meeting in Brampton	• Brampton's OP review began in 2012, but was put on hold prior to undertaking the 2017 Growth Plan conformity review • Focus was placed on the Brampton 2040 Vision, Living the Mosaic, which was endorsed by Council in May 2018 • The OP review is now being relaunched, with the first objective to implement the Brampton 2040 Vision and the Term of Council Priorities, followed by the Growth Plan conformity exercise

AGENCY NAME	CONTACT / POSITION	DATE / METHOD	COMMENTS
	Development Services		• The OP conformity review timeline is similar to Mississauga's, with completion by 2022 • The City is simultaneously undertaking a Comprehensive Zoning By-law review • Implementing the Brampton 2040 Vision is a priority for the City. On May 11, 2019, the City is hosting a public open house event (A Community in Action) to present what has been accomplished since the endorsement of the Brampton 2040 Vision, and to take a look at what's next. The event will have a focus on Active Transportation With cross-jurisdictional interests (e.g. transportation, growth management), Brampton policy planning staff is interested in regular meetings with City of Mississauga policy staff as the respective OP Reviews proceed
City of Toronto	David Fitzpatrick, Project Manager, Strategic Initiatives, Policy & Analysis, City Planning Division Jeffrey Cantos, Project Manager, Official Plan, Strategic Initiatives, Policy & Analysis, City Planning Division	April 10, 2019, Telephone conference	• The City of Toronto commenced their five year OP review in 2011, undertaking the review in stages by thematic areas: Transportation, Urban Design, Employment, Environment, Heritage, Housing, and Neighbourhoods and Apartment Neighbourhoods • The review for some OP thematic policy areas is complete. The updated policies have been adopted by Council and are either in effect or are being adjudicated at the LPAT *(source: City of Toronto Official Plan Review webpage)* • OP policy areas currently in the review process include: Transportation (Phase 2), Urban Design, Parks & Open Spaces, and Inclusionary Zoning • Also in the review stage is the Downtown Secondary Plan OPA (presently with the Ministry of Municipal Affairs and Housing for a decision)

AGENCY NAME	CONTACT / POSITION	DATE / METHOD	COMMENTS
			• Cross-jurisdictional policy areas of particular interest: transportation and linkages; built form and density around major transit station areas; economic and employment growth, particularly related to Mississauga's Airport Corporate Centre, the Toronto Pearson International Airport, and provincially significant employment areas that straddle the Toronto/Mississauga border • Shared interests in TRCA's Etobicoke Creek watershed • Other studies upcoming for the Etobicoke York district that would be of interest for Mississauga: a) The Queensway Area Study (2019/2020); b) Etobicoke Centre Secondary Plan (2020/2021); and, c) Highway 427 Corridor Review (2020-2022)
City of Toronto - Etobicoke York District	Richard Beck, Program Manager, Transportation Planning Luisa Galli, Manager, Community Planning Matt Davis, Program Manager, Transportation Policy	May 10th, 2019, Meeting, Etobicoke Office, Toronto	• Awaiting response on comment summary
Town of Oakville	Mark Simeoni, Director, Planning Services Diane Childs, Manager, Policy Planning and Heritage	April 24, 2019, Telephone conference	• Awaiting response on comment summary

AGENCY NAME	CONTACT / POSITION	DATE / METHOD	COMMENTS
Halton Region	Curt Benson, Director of Planning Services and Chief Planning Official Dan Tovey, Manager, Policy Planning, Planning Services	April 29th, 2019, Telephone conference	• Halton Region is well into its comprehensive review of the Regional Plan, with focus on four policy areas: agriculture, natural heritage, integrated growth management and climate change • Upcoming Regional OP review timeline (general): 2019: preparing discussion papers based on completed research & analysis, Fall public consultation; 2020 Phase 3 policy review: detailed policy directions report and work to finalize ROPA • The Natural Heritage System is being adjusted as part of the review. Have interest in cross-boundary Natural Heritage System connections/alignment • Growth management to the 2041 horizon is being analyzed, building on the existing urban structure. The structure of nodes, corridors and major transit station areas (MTSAs) is being reinforced in the OP in accordance with the Growth Plan. • Looking to develop a transit supportive urban structure and opportunities to consider higher order transit in accordance with the Growth Plan. • Have interest in cross-boundary east-west transportation connections (e.g. Dundas Street) • Have four prescribed MTSAs and nine additional identified in the Regional OP. Working to examine station types and assess policy implications (e.g. feed station role vs. mixed-use growth areas) • Working on delineation and allocation of targets for the Oakville and Burlington MTSAs on the Lakeshore West corridor in accordance with the Growth Plan. • Developing more coherent climate change strategy and policies in the Official Plan with an emphasis on implementation through land use planning in accordance with PPS (e.g. may look at ways to emphasize work done at local level with respect to green development in secondary plans)

AGENCY NAME	CONTACT / POSITION	DATE / METHOD	COMMENTS
Town of Halton Hills	Bronwyn Parker, Manager, Planning Policy	May 3rd, 2019, Telephone conference	• There is a small shared border between Halton Hills and Mississauga at the NW corner of Mississauga • Main interest is related to transportation and east-west bound traffic, since the 401 and 407 corridors cross boundaries with both Mississauga and Halton Hills • Of interest for Mississauga: Premier Gateway Phase 1B Employment Area Secondary Plan; Premier Gateway Area Transportation Study, which evaluates the transportation related elements of future employment land development along the Steeles Avenue corridor • Halton Hills has two major transit station areas identified • Aiming to be proactive with climate change policies. Interested in any new ideas for climate change policies and implementation strategies from Mississauga • Refer to Halton Hills' Sustainable Living web page that includes a Climate Change Adaptation Plan and a Community Sustainable Living Strategy • Halton Hills plans to commence its Official Plan Review in 2020 • Halton Region's ongoing Official Plan Review will provide themes
Town of Milton	Nancy Reid, Senior Planner, Policy	April 30th, 2019, Telephone conference	• Milton is starting its new Official Plan project. The new Official Plan will replace the current plan, written in 1997. Major policy updates are expected. • Potential to consider cross boundary impacts (e.g. traffic) as well as synergies with Mississauga in areas of interest, including: transportation, housing, employment, commercial/retail centres, community needs/services • Recent plans of interest for Mississauga due to connections and proximity: Milton Transportation Plan; Trafalgar and Agerton Secondary Plans • Both Secondary Plans plan for a proposed GO Station along the

AGENCY NAME	CONTACT / POSITION	DATE / METHOD	COMMENTS
			corridor, and will include medium/high density mixed-use development including major office • Regarding natural heritage, potential to consider integration of networks, promotion of green infrastructure and watershed planning
NO RESPONSE			
Hydro One Networks Inc.		Letters mailed dated March 19 and April 30, 2019 Email communication dated April 12 and 30, 2019	
Imperial Oil – Sarnia Products Pipeline		Letters mailed dated March 14 and 29, 2019 Email communication dated April 12 and 29, 2019	
MonAvenir Catholic School Board		Letters mailed dated March 14 and April 29, 2019 Email communication dated April 12 and 29, 2019	

TABLE 1 attachment

Region of Peel
working with you

April 17, 2018

Mr. Jason Bevan
Director, City Planning Strategies
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Public Works

10 Peel Centre Dr.
Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

Re: Mississauga Official Plan Review

Dear Jason,

Thank you for providing notice of the City of Mississauga's five-year Official Plan review process. Regional staff acknowledge receipt of the letter and support the overall work program. This review would be subject to Regional Council approval in accordance with Section 17 of the Planning Act.

The Region will be accepting Mississauga's official plan related submissions through a one-window service approach for Regional pre-consultation, input, review and approval. This one-window service will provide a single process to integrate the perspectives of various departments in Peel. Please ensure Christina Marzo, Manager, Development Services, is included in all submissions as your one-window lead for Mississauga. Christina will coordinate review of all submission with the supporting project teams as provided in Appendix I (see attached).

As you are aware, the Region is also undertaking a conformity exercise through a five-year official plan review process, titled Peel 2041. Some key policy areas we look forward to working with you on housing, healthy development, age friendly planning, growth management, climate change, transportation including major transit station areas, and infrastructure planning.

The Province is also engaging in planning legislation and policy review which may affect the timing and content of our input and review of materials. We look forward to continuing to work through these changes with Mississauga staff.

If you have any questions or concerns, please contact me at your earliest convenience at 905-791-7800 ext. 4625, or by email at steve.jacques@peelregion.ca.

Yours truly,

Steve Jacques, MScPl, MCIP, RPP
Chief Planner and Director
Regional Planning and Growth Management
Public Works

Region of Peel
working with you

Public Works

10 Peel Centre Dr.
Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

Appendix I: Project Team

Lead	Staff	Contact Info
One-Window Contact	Christina Marzo, Manager, Development Services	Christina.marzo@peelregion.ca 905-791-7800 ext. 4362
Housing	Naheeda Jamal, Principal Planner, Regional Planning and Growth Management Sue Ritchie, Manager, Design & Development, Housing Services	Naheeda.jamal@peelregion.ca 905-791-7800 ext. 4024 Sue.ritchie@peelregion.ca 905-791-7800 ext. 8605
Growth Management	Duran Wedderburn, Principal Planner, Regional Planning and Growth Management	Duran.wedderburn@peelregion.ca 905-791-7800 ext. 7169
Major Transit Station Areas	Duran Wedderburn, Principal Planner, Regional Planning and Growth Management Roman Kuczynski, Supervisor, Transportation Planning & Engineering, Transportation	Duran.wedderburn@peelregion.ca 905-791-7800 ext. 7169 Roman.kuczynski@peelregion.ca 905-791-7800 ext. 4381
Age Friendly Planning	Naheeda Jamal, Principal Planner, Regional Planning and Growth Management	Naheeda.jamal@peelregion.ca 905-791-7800 ext. 4024
Climate Change	Derek Lau, Intermediate Planner, Regional Planning and Growth Management Jeremy Schembri, RPAM Business and Energy Services, Climate Change and Energy Management	Derek.lau@peelregion.ca 905-791-7800 ext. 1173 Jeremy.schembri@peelregion.ca 905-791-7800 ext. 7683
Infrastructure Planning	Imran Motala, Manager, Program Planning and Compliance, Water and Wastewater	Imran.motala@peelregion.ca 905-791-7800 ext. 4066
Finance	Raghu Sanal Kumar, Manager, Financial Policy and Development Finance, Corporate Finance	Raghu.kumar@peelregion.ca 905-791-7800 ext. 4281
Healthy Development	Natalie Lapos, Supervisor, Chronic Disease and Injury Prevention, Public Health	Natalie.lapos@peelregion.ca 905-791-7800 ext. 2048
Waste	Erwin Pascual, Manager, Waste Planning, Waste	Erwin.pascual@peelregion.ca 905-791-7800 ext. 4399
Transportation	Tina Detaramani, Manager, Strategic Policy and Projects, Transportation	Tina.detaramani@peelregion.ca 905-791-7800 ext. 4420
Greenlands System	Derek Lau, Intermediate Planner, Regional Planning and Growth Management	Derek.lau@peelregion.ca 905-791-7800 ext. 1173
Water Resources	Gail Anderson, Principal Planner, Regional Planning and Growth Management	Gail.anderson@peelregion.ca 905-791-7800 ext. 4350

TABLE 2 – Legislation to be addressed in the Mississauga Official Plan Review

Legislation
• *Aggregate Resources Act,* R.S.O. 1990, c.A.8
• *Building Code Act, 1992*, S.O. 1992, c. 23
• *Clean Water Act, 2006*, S.O. 2006, S.O. 2006, c. 22
• *Development Charges Act, 1997*, S.O. 1997, c. 27
• *Great Lakes Protection Act, 2015*, S.O. 2015, c. 4
• *Greenbelt Act, 2005,* S.O. 2005, c. 1
• *Housing Development Act,* R.S.O. 1990, c.H.18
• *Metrolinx Act,* 2006, S.O. 2006, c. 16
• *Municipal Act, 2001,* S.O. 2001, c. 25
• *Ontario Heritage Act,* R.S.O. 1990, c.O. 18
• *Ontario Planning and Development Act, 1994,* S.O. 1994, S.O. 1994, c. 23, Sched. A
• *Ontario Water Resources Act,* R.S.O. 1990, c.O.40
• *Places to Grow Act,* S.O. 2005, c. 13
• *Planning Act,* R.S.O. c. P. 13
• *Resource Recovery and Circular Economy Act, 2016,* S.O. 2016, c. 12, Sched. 1
• *Safe Drinking Water Act, 2002,* S.O. 2002, c. 32

Provincial Policy
• *Ontario's Food and Organic Waste Policy Statement*
• *Provincial Policy Statement, 2014 (Planning Act)*

Provincial Plans
• *Approved Source Protection Plan: CTC Source Protection Region (Clean Water Act)*
• *Greenbelt Plan, 2017*
• *Growth Plan for the Greater Golden Horseshoe, 2019*
• *Parkway Belt West Plan*

Regulations
• *O. Reg. 82/98 – General (Development Charges Act)*
• *O. Reg. 681/94 – Classification of Proposals for Instruments (Environmental Bill of Rights, 1993)*
• *O. Reg. 384/94 – Apartments in Houses (Planning Act)*
• *O. Reg. 551/06 – Local Appeal Bodies (Planning Act)*
• *O. Reg. 173/16 – Community Planning Permits (Planning Act)*
• *O. Reg 232/18 – Inclusionary Zoning (Planning Act)*

This list of legislation, policy, plans, and regulations is not exhaustive as there may be other instruments in addition to those listed.

APPENDIX 2

Cross-City Divisional Initiatives and Plans

There are numerous studies undertaken in other departments that may have implications for the official plan. Below is a brief description of some recent and current studies that will be considered in the review of the official plan.

TRANSPORTATION

Transportation Master Plan: The City has established the first Mississauga Transportation Master Plan, a policy framework and strategic action plan that will shape how we move around in Mississauga from today to 2041. The Plan was endorsed by City Council on May 8th, 2019.

Cycling Master Plan: The master plan provides direction on creating an integrated cycling network of on and off-road routes to connect communities and destinations throughout the City, to transform Mississauga into a bicycle-friendly city. The plan focuses on the development and design of cycling routes, cycling amenities such as parking, education and safety. The Plan was endorsed by City Council on July 4, 2018.

Parking Matters - Parking Master Plan and Implementation Strategy (PMPIS): The PMPIS will develop a citywide policy, planning and implementation framework for parking. All kinds of parking are being reviewed in the study including: on-street and off-street parking, as well as public and private parking.

Transportation Demand Management (TDM) Strategy and Implementation Plan: The goal of the Plan is to reduce single-occupant vehicle trips, particularly during peak times, and to make sustainable modes of transportation more viable options for Mississauga residents and employees. The Plan was endorsed by City Council on April 23, 2018.

Lakeshore Connecting Communities Master Plan: This master plan study will look at how to best connect the communities of Clarkson, Port Credit and Lakeview while preserving and enhancing the unique character and sense of place of each community. The study will build on recent planning studies to develop a design for the Lakeshore Road corridor from building face to building face that supports all modes of transportation, connects people to places, and moves goods to market. The study will also evaluate rapid transit alternatives east of Hurontario Street as well as extending rapid transit into the Port Credit area.

Vision Zero: is a framework which focuses on the prevention of fatalities and injuries due to motor vehicle collisions. City Council passed a resolution in February 2018 to adopt *Vision Zero*.

ENVIRONMENT

Climate Change Action Plan: Being developed to help minimize and prepare Mississauga for the impacts of a changing global climate. The Plan will include both corporate and community-wide actions to reduce or offset the impacts of climate change. It will also prepare the city for possible future climate scenarios. Completion of the Plan is set for 2019.

Urban Agriculture Strategy: Develop a vision and goals for the City regarding food growth, food processing and food distribution in the city.

Stormwater Master Plan: A city-wide review (internal) of stormwater management approaches and ways to optimize the City's stormwater infrastructure investments (e.g. flood reduction, sustainable technologies, water quality improvement, etc.)

APPENDIX 2

FUTURE DIRECTIONS MASTER PLANS

The following Community Services plans were approved by Council on February 6, 2019.

Culture Master Plan: Outlines the vision, mission, strategic priorities and recommendations for developing and enhancing Culture services, facilities, programming and events.

Parks & Forestry Master Plan: Guides the City in delivering future parks and forestry services over a five year period to the year 2023, although a longer-term outlook (i.e. to the year 2038) is taken in certain instances to ensure that actions are appropriate for future generations. Outdoor recreation facilities are also a component of the Plan.

Recreation Master Plan: Guides the City in delivering future recreation facilities, programs and services to the year 2028.

Library Master Plan: Aims to identify and respond to social and technological conditions that are rapidly changing the expectations, scope, range, and complexity of public library services. Recommendations in the Plan provide a framework for responsive, diversified and innovative library operations.

Fire and Emergency Services Master Plan: Guides the delivery of fire and emergency services over a 10-year period (to the year 2028). The key driver behind the recommendations in the document is the reduction of risk.

ECONOMIC DEVELOPMENT

Economic Development Strategy: Building on the success of the previous 10-year economic development strategy while planning for a new era of local economic growth and prosperity in a highly innovative, competitive and connected global context.

CULTURAL HERITAGE

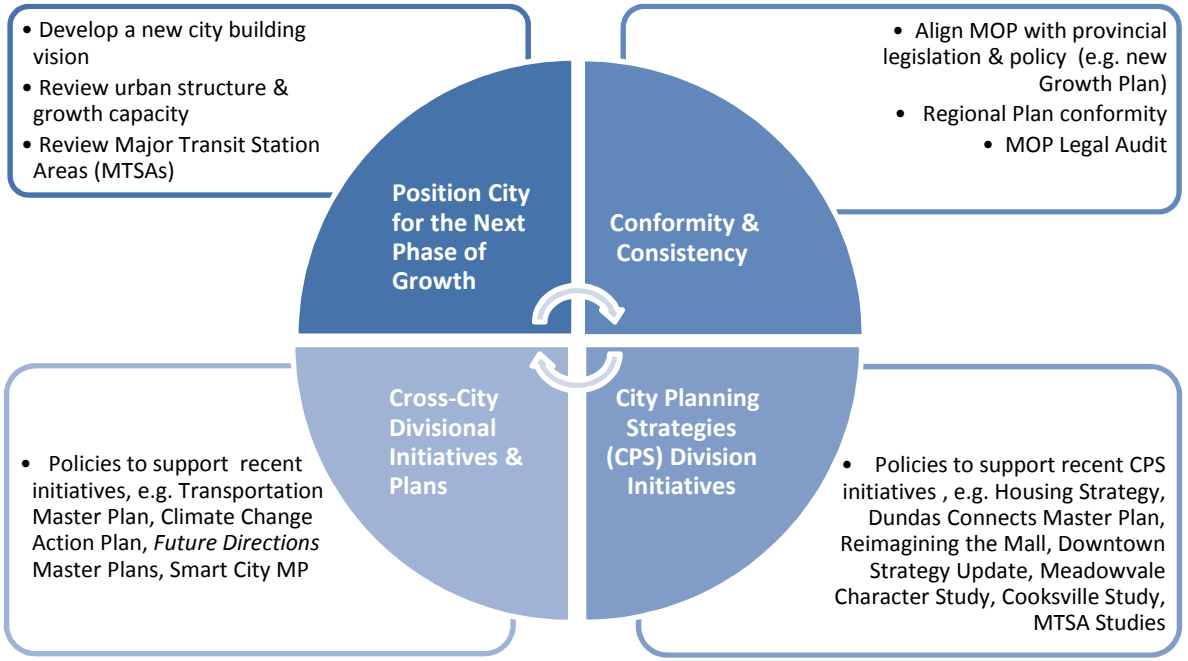
Conserving Cultural Heritage Landscapes: With the City's growth, the 2005 cultural heritage landscapes inventory is being updated and ways to manage these landscapes are being re-examined.

INFRASTRUCTURE

Smart City Master Plan: This Master Plan will guide Mississauga for the next 3-5 years as it continues its development as a Smart City. The directions outlined in this plan will be used to shape policy, and to create digital transformation both at City Hall and in the community.

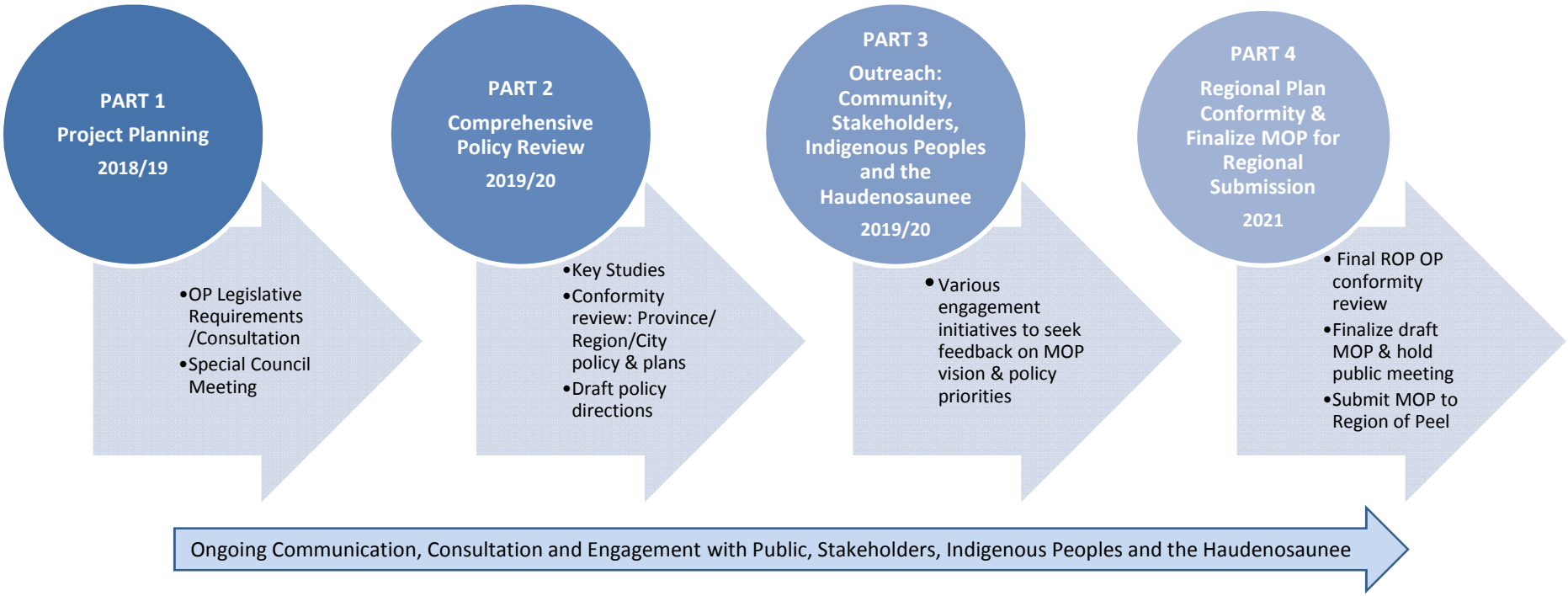
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Appendix 3: Work Program Elements



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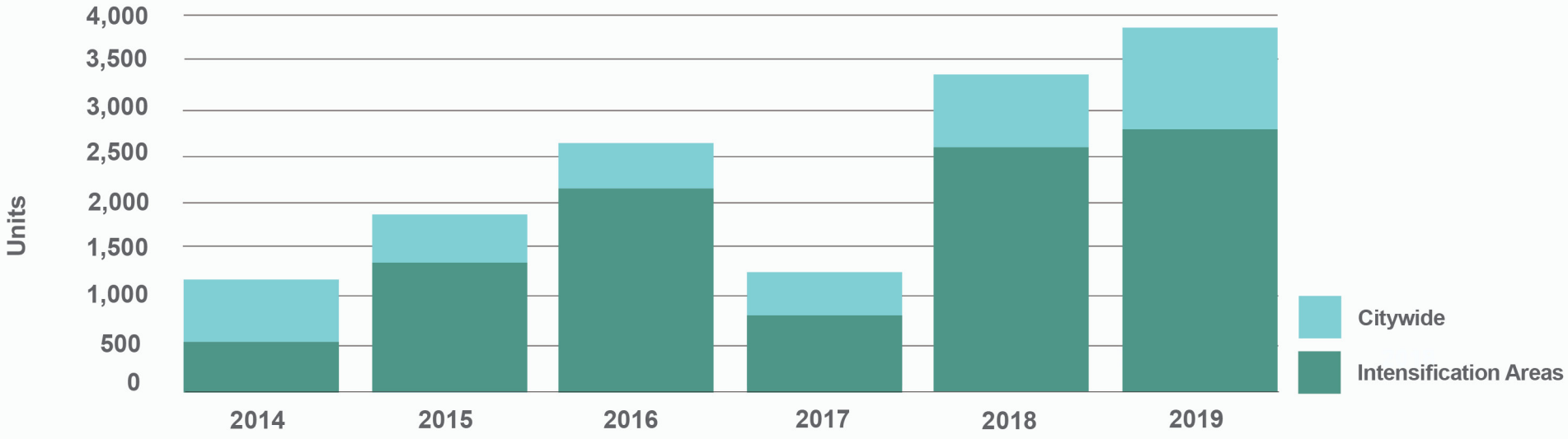
Appendix 4: MOP Review Timeline



APPENDIX 2: Residential and Non-Residential Growth Statistics

Between 2014 and 2019 **14,200** new residential units were added to the city based on issued building permits.

74% of which were located within intensification areas



RESIDENTIAL TYPES

single detached semi-detached second unit



2,600 new units

11% are located in intensification areas

townhouse



970 new units

39% are located in intensification areas

apartment



10,600 new units

93% are located in intensification areas

other



20 new units

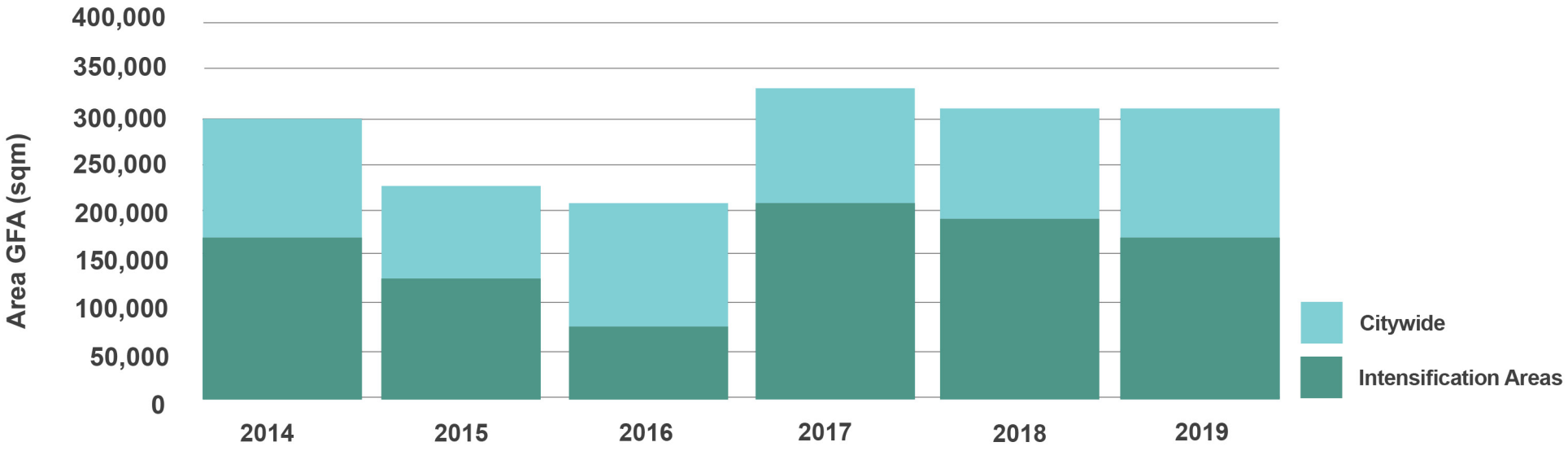
30% are located in intensification areas

Between 2014 and 2019 **1,589,400 sqm** (17,108,200qf)

of new non-residential gross floor area (GFA) were added to the city

based on issued building permits.

56% of which were located within intensification areas



NON-RESIDENTIAL TYPES

industrial



936,800 sqm (10,083,600sqf) additional GFA

50% are located in intensification areas

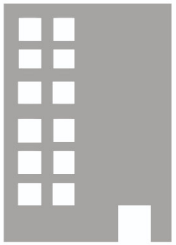
retail/commercial



211,300 sqm (2,274,400sqf) additional GFA

55% are located in intensification areas

office



207,300 sqm (2,231,400sqf) additional GFA

92% are located in intensification areas

public



234,100 sqm (2,519,800sqf) additional GFA

49% are located in intensification areas

APPENDIX 3

Film Forum Consultation Comments

What is your vision for the future of our city?

- More sustainable planning
- Labelled garbage bins for efficient recycling and disposal

Plenty of affordable housing so that everyone in Mississauga can enjoy the city.

Cohesive engagement with green space, food production and accessibility.

Keep the city moving forward. Traffic + public transit a big must.

- Need multigenerational housing (i.e. laneway coach housing) ➔ planned and converted developments (from the outset of retrofitting)
- Interactive green spaces – Jubilee Garden + City Skate Park (murals)
- More colour @ street level
- Green buildings in downtown

The problem is too many traffic lights. This causes gridlock. Roundabouts are the better way, no hold ups, traffic flows and light rail on Hurontario will not help.

Walkable, pedestrian priority, real mixed use, ensure gathering places are inclusive to all, listening more to what city we want

The question is too broad, however I would like to see:

- Greater access to affordable housing
- Better public transit in terms of trip frequency and spatial coverage
- More community events/festivals etc.

Building/repairing/retrofitting a city that isn't by and for the car! We need a city for people first… How crazy is that 25% of the city is roads/runways/ parking/hard surface???

A more connected city with better transit (faster, more frequent. More bicycle lanes (but not shared with cars), need exclusive lanes. A city with more cultural activities to reflect our diversity.

- I would like to see more affordable housing in the downtown core to make it more attractive to people who would like to have entertainment around the corner.
- I would like the city to regulate the condo fees as the exorbitant fees charged are sometimes not reflective of the service provided.
- I would like the city to closely look at real estate agencies who are buying out new developments to keep properties which drives higher than the actual value of the property.

- Better transit and bike lanes
- A real art gallery
- Redevelop the waterfront to make it more accessible
- Fewer strip malls

2

- Affordable housing. Affordable housing for everyone that is reasonably priced. Doesn't have to be too big but enough for a family to grow.
- Better transportation/getting around. I want to have a great experience walking outside not like it's just a chore. I want to see light and life happening outside (might be small shops or businesses, food centres just like hawker centres in Singapore). I wish the buses were a lot more efficient, trains if possible too.
- More places for activities. More places like Celebration Square dotted around various communities where people can gather and organize

A family and all friendly city that is affordable where people can thrive, live and play

- Improved public transportation options
- Government owned public housing options for newcomers, low income and singles (wanting to start a space of their own) and those starting a family
- Stricter laws for foreign home ownership
- More public spaces for residential areas that are located far from downtown/Square One

- Thoughtful redevelopment of traditional shopping malls and other large properties in healthy live-work communities
- A beautiful waterfront with access + opportunities for everyone; one that attracts new residents and visitors alike
- An inclusive city where all are welcome

- For visitors unfamiliar with area, clear signage for public parking
- Is there free parking? I got lost in a condo

A city that is sustainable and ready to mitigate climate change

I would like to see more people outside in parks on streets, interacting with one another. There is no visual interest or colour for pedestrians ie. would like to see murals on blank walls (Compare Jubilee Gardens + Skate Park)

Affordable rent

- More business in city skyscraper business buildings like major banks, etc.
- Narrowing of streets for more bike friendly lanes
- Larger entertainment venues for big name concerts etc.

More recreational facilities with gymnasiums, swimming pools and other activities

- Refocus effort to create a more diverse waterfront that encourages use of residence
- Consideration to develop more functional transit system south of QEW (E/W) Dixie/Winston Churchill
- A defined downtown with amenities to similar to the populated urban lands
- Central venue for pro sports/music/events

Pedestrian friendly city. Reduce all lanes of traffic. Add safe bike lanes. Add cafes, restaurants, patios, bars, nightclubs, festivals, concerts. Attractive landscaping on all walkways, music as you walk. Christmas markets and winter festivals.

3

- An inclusive city that takes into consideration the multiplicity or cultures and backgrounds of its citizens.
- A city that invests in culture and education as driveways to engage people in participating in city planning and community betterment.
- What channels can we create to make everyone feel included?

- More affordable housing - not just for the "middle"
- Greater walkability
- More bike lanes
- Prioritizing low carbon transport instead of cars

I imagine a Mississauga that retains the ethnic & socioeconomic diversity that makes it so wonderful. I hope Mississauga can sustain its growth and move into the future while prioritizing things like affordable housing, public spaces & parks (I love the Meadowvale Conservation Area by the way), and being walkable/bikeable.

Affordable housing, walkability more bike lanes, community inclusion, outreach programs

A better transit connection, sustainable energy, affordable housing

More accessible transit in back streets, affordable housing for everyone, removal of lawns + ___ pollinator plants in city parks/boulevards, exercise equipment in parks, City guided exercise programs, vegetable gardens throughout communities – every school should have a veggie garden

Less cars. More ways to connect that don't involve consumerism and having to buy things. More sustainable for the environment and for people living and working in the community. Planning that take into future expected needs.

Diversity and sustainability at the centre of urban planning!!!

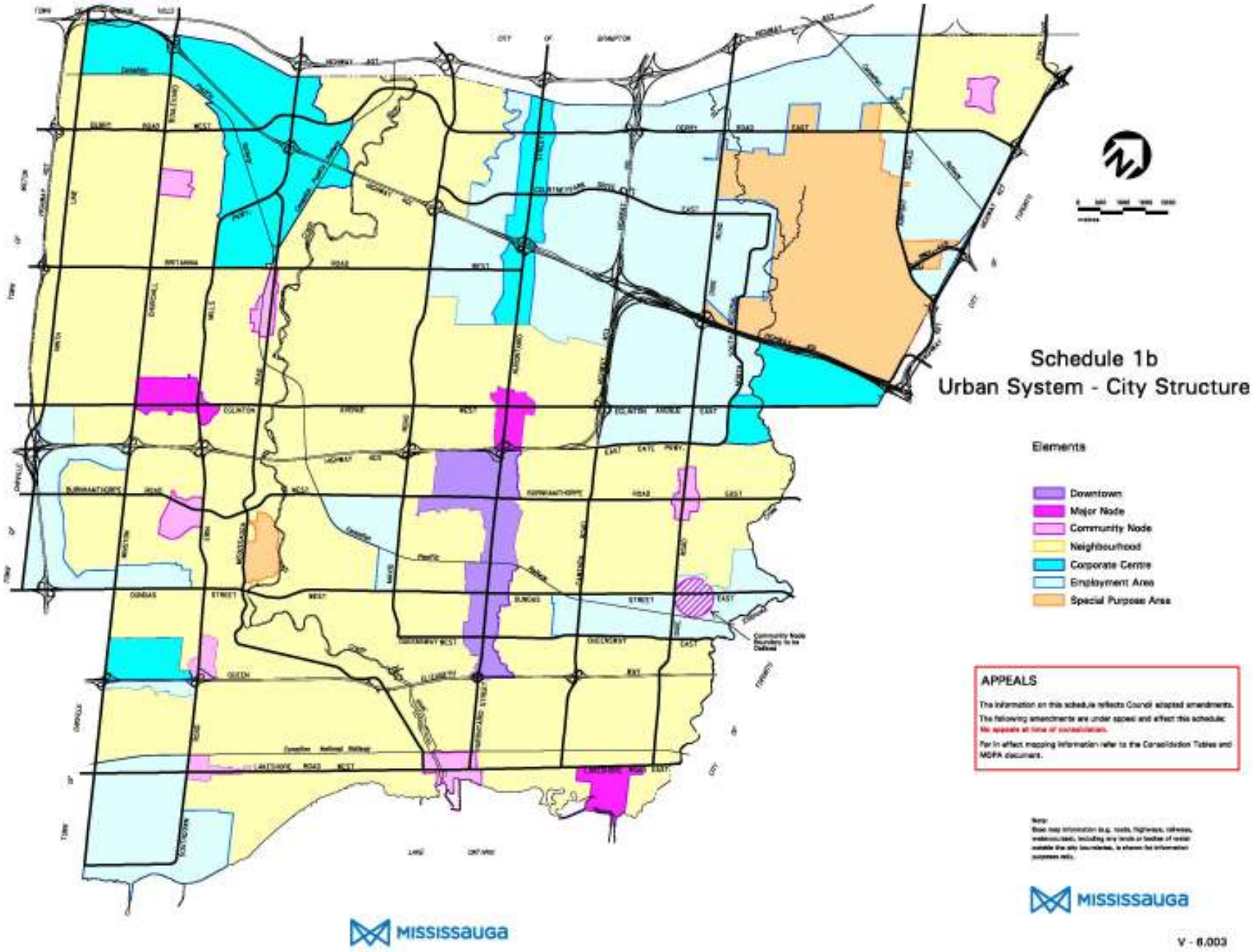
- Excellent public transportation
- Extensive and well maintained parkland
- Focus on cultural experiences

- More sidewalks + bike paths, especially in the Heartland area, which is super inconvenient for pedestrians
- Affordable housing $1600 for 500m2 is not affordable

- To have underground transportation, east/west north/south subway
- Encourage more investment for companies to come to Mississauga

Safe and happy for all the local residents. Less homeless people on the street. Unemployment rate can decrease. Old people can enjoy their life.

APPENDIX 4: MOP Schedule 1b: Urban System – City Structure



APPENDIX 5



MOP Review Timeline

PART 1
Project Planning
2019

- OP Legislative Requirements /Consultation
- Special Council Meeting

PART 2
Comprehensive Policy Review
2019/20

- Key Studies
- Conformity review: Province/Region/City policy & plans
- Draft policy directions

PART 3
Outreach: Community, Stakeholders, Indigenous Peoples and the Haudenosaunee
2020

Various engagement initiatives to seek feedback on MOP vision & policy priorities

PART 4
Regional Plan Conformity & Finalize MOP for Regional Submission
2021

- Final Regional OP conformity review
- Finalize draft MOP & hold public meeting
- Submit MOP to Region of Peel

Engagement Timeline

Q3 2019
Phase 1: Setting the Stage
Launch yoursay.ca
Urban Film Forum & Film Competition

Q3 2020
Phase 2: Refreshing the Vision & Confirming Priorities
3 Community Meetings: June

Q4 2020
Phase 3: Testing Directions
Community Meetings: Oct/Nov

Q1 - Q4 2021
Phase 4: Finalizing the Plan
"Close the Loop" with Community and Stakeholders
Community Meetings TBD

2022 +
Phase 5: Continuing the Conversation
Ongoing outreach and education

Ongoing Communication, Consultation and Engagement with Public, Stakeholders, Indigenous Peoples and the Haudenosaunee

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