

# City of Mississauga Corporate Report



Date: 2019/05/31	Originator's files: CD.05-MAL
To: Chair and Members of Planning and Development Committee	
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building	Meeting date: 2019/06/24

## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARD 5)**

**MyMalton - Implementing Mississauga Official Plan Amendment and Zoning for the Malton Neighbourhood Character Area and Great Punjab Business Centre**

## Recommendation

1. That the report titled "MyMalton – Implementing Mississauga Official Plan Amendment and Zoning for the Malton Neighbourhood Character Area and Great Punjab Business Centre," dated May 31, 2019 from the Commissioner of Planning and Building, be received for information.
2. That the submissions made at the public meeting held on June 24, 2019 to consider the report titled "MyMalton - Implementing Mississauga Official Plan Amendment and Zoning for the Malton Neighbourhood Character Area and Great Punjab Business Centre" dated May 31, 2019, from the Commissioner of Planning and Building, be received.
3. That following the Public Meeting, staff report back to Planning and Development Committee on any submissions received.

## Report Highlights

- The "MyMalton Community Vision" project identified needs, goals, objectives, additional planning work, and other initiatives to support revitalization of the Malton community.
- In the last three years, planning studies and implementation have been completed, which included changes to zoning regulations for infill housing to maintain the character of the neighbourhood area, and modifications to the aircraft noise policies to allow for residential and other sensitive uses in Malton.

- At its meeting on April 15, 2019, Planning and Development Committee received the report titled “MyMalton Action Plan Implementation” which provided an update of action items successfully completed to date and identified work underway or planned.
- One of the outstanding action items is a land use review and implementation of policy and zoning changes. This report provides information of proposed modifications to official plan policy, land use and relevant zoning to the Malton Neighbourhood Character Area and the Great Punjab Business Centre (Northeast Employment Character Area) that support the goals and objectives of the Malton community vision.

## Background

In 2015, the City initiated a project which engaged with members of the Malton neighbourhood in order to understand its challenges and gather ideas for enhancing the community – this project was named “MyMalton.” Through this process, a community vision was established and important goals and objectives were recognized. The engagement program culminated in the report titled, “Malton Official Plan Character Areas Review - MyMalton Community Vision Directions Report” which was presented to the Planning and Development Committee on April 11, 2016. The report acknowledged additional work to be completed by the City, with recommendations that staff review and prepare revised official plan policies and prepare an action plan. Planning initiatives identified in the report included conducting a residential infill study; official plan considerations to understand aircraft noise policies; a review of current policies that can promote revitalization, particularly along the west side of Airport Road and north of Derry Road; and a policy and boundary review of the Malton Community Node.

### Malton Infill Housing Study

In 2016, the City undertook an infill housing study of Malton to determine whether changes would be required in the zoning by-law. The study was prompted by issues related to replacement housing and additions that were significantly larger than existing homes thereby impacting the established character of the neighbourhoods. Amendments to the zoning by-law were proposed to change the zoning for detached homes to reduce the maximum lot coverage, limit the gross floor area, restrict the maximum height of homes, limit the dwelling depth and garage projections, and increase the side yard setback requirements. On October 26, 2016, By-law 0225-2016 was passed by City Council and is in effect.

### Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan

The Mississauga Official Plan (MOP) contains policies on aircraft noise that restrict development within areas subject to high levels of aircraft noise. These areas include lands within the Malton Community Node and Neighbourhood. Environmental noise studies were conducted in Malton and found that aircraft noise levels were less than the noise contours in MOP. Staff consulted with the Greater Toronto Airports Authority (GTAA) to amend the aircraft noise policies. Official Plan amendments include adding a portion of the lands in the Malton

Community Node and Neighbourhood Character Area as an Exception Area where conditions for allowing residential or other sensitive land uses would apply. In July 2017, City Council adopted Mississauga Official Plan Amendment 67 and on September 13, 2018, Regional Council passed Regional Official Plan Amendment 31. The amendment to MOP is now under appeal but has been scoped to not include the Malton Community Node and Neighbourhood. As such, the revised aircraft noise policies are in effect for Malton.

#### MyMalton Action Plan Implementation

At the Planning and Development Committee meeting on April 15, 2019, the report titled "MyMalton Action Plan Implementation" identified a series of action items that will advance the MyMalton Community Vision to revitalize the community. These initiatives include:

- redevelopment of Elmcreek Park
- improvements to the Westwood Mall Transit Terminal
- revitalization of the Malton Greenway
- improvements to Paul Coffey Arena
- development of a master plan for the Paul Coffey Park
- opportunities for community programming, intersection improvements and beautification (Airport Road and Derry Road, and Airport Road and Morning Star Drive)
- streetscape improvements

It was recognized that the actions are required by many City divisions and not addressed by planning policy alone. One third of the actions are completed, and nearly one third are currently underway or scheduled to begin this year.

#### MyMalton – Implementing Mississauga Official Plan Amendment and Zoning for the Malton Neighbourhood Character Area and Great Punjab Business Centre

A planning review of the Malton area was conducted and policy and zoning implementation is to occur in two phases: (1) Malton Neighbourhood Character Area and the Great Punjab Business Centre and (2) Malton Community Node. This report is the first phase of the planning review and provides proposed amendments to Official Plan policies and zoning to guide the development of the Malton neighbourhood area and the Great Punjab Business Centre. Future policies and zoning for the Malton Community Node will be included through the City's Official Plan review. A Region-led study of Major Transit Station Areas is currently underway and the City will consider opportunities for redevelopment around the Malton GO Station site.

## **Comments**

The purpose of this report is to present proposed changes to the Mississauga Official Plan and Zoning By-law applicable to lands in the Malton Neighbourhood Character Area and one property in the Northeast Employment Character Area, and to receive comments from the public on the proposed changes. Appendix 1 provides the locational context of the properties pertaining to the amendments. The subject lands generally comprise the Malton Neighbourhood

Character Area and a site specific property in the Northeast Employment Character Area (Great Punjab Business Centre).

A summary of key amendments for consideration are contained in Appendix 2. These changes include:

#### Malton Neighbourhood Character Area

- correcting a mapping error to exclude the Malton Community Node, Meadowvale Community Node South Common Community Node and University of Toronto Special Purpose Area in the Mississauga Official Plan from the Neighbourhood Character Area
- adding new sections/policies to the Malton Neighbourhood Character Area policies on Context, Vision, Principles
- a new section on Transportation policies to emphasize the character and function of Airport Road, provision of landscape buffers, addition of access points, and improvements to active transportation to Morning Star Drive
- policies to emphasize the importance and requirements for pedestrian connections, linkages and privately owned public space (POPS)
- updating official plan policy to recognize existing buildings and uses
- deleting special site policies that are no longer relevant

#### Northeast Employment Character Area

- adding the property at 2960-2980 Drew Road (Great Punjab Business Centre) as a special site
- adding provisions and regulations in MOP and zoning by-law that recognizes the existing uses at the Great Punjab Business Centre and allow for additional retail commercial uses up to 50% of the gross floor area and reduced parking rate

#### Schedule 10 of Mississauga Official Plan

- amending Schedule 10 in Mississauga Official Plan to recognize the existing Residential Medium Density use located at 7115 Rexwood Road

The proposed amendments to Mississauga Official Plan and Zoning By-law 0225-2007 are consistent with the *Provincial Policy Statement* (PPS), *Growth Plan for the Golden Horseshoe* (Growth Plan) and *Region of Peel Official Plan* (ROP). The *Greenbelt Plan* and *Parkway Belt Plan* policies do not apply. Appendix 3 provides a detailed analysis of consistency and conformity with Provincial and Regional regulations.

## Financial Impact

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

## Conclusion

A planning review of the Malton Neighbourhood Character Area was undertaken to examine current MOP policies and regulations in the zoning by-law with consideration of the MyMalton Community Vision. Amendments are proposed for the Malton Neighbourhood Character Area and Northeast Employment Character Area policies along with land use and zoning changes. Comments received on the proposed amendments will be considered and staff will report back to the Planning and Development Committee on any submissions made.

## Attachments

Appendix 1: Location of Proposed Official Plan Amendment and/or Rezoning Amendments

Appendix 2: Proposed Amendments to Mississauga Official Plan (MOP) and Mississauga Zoning By-law

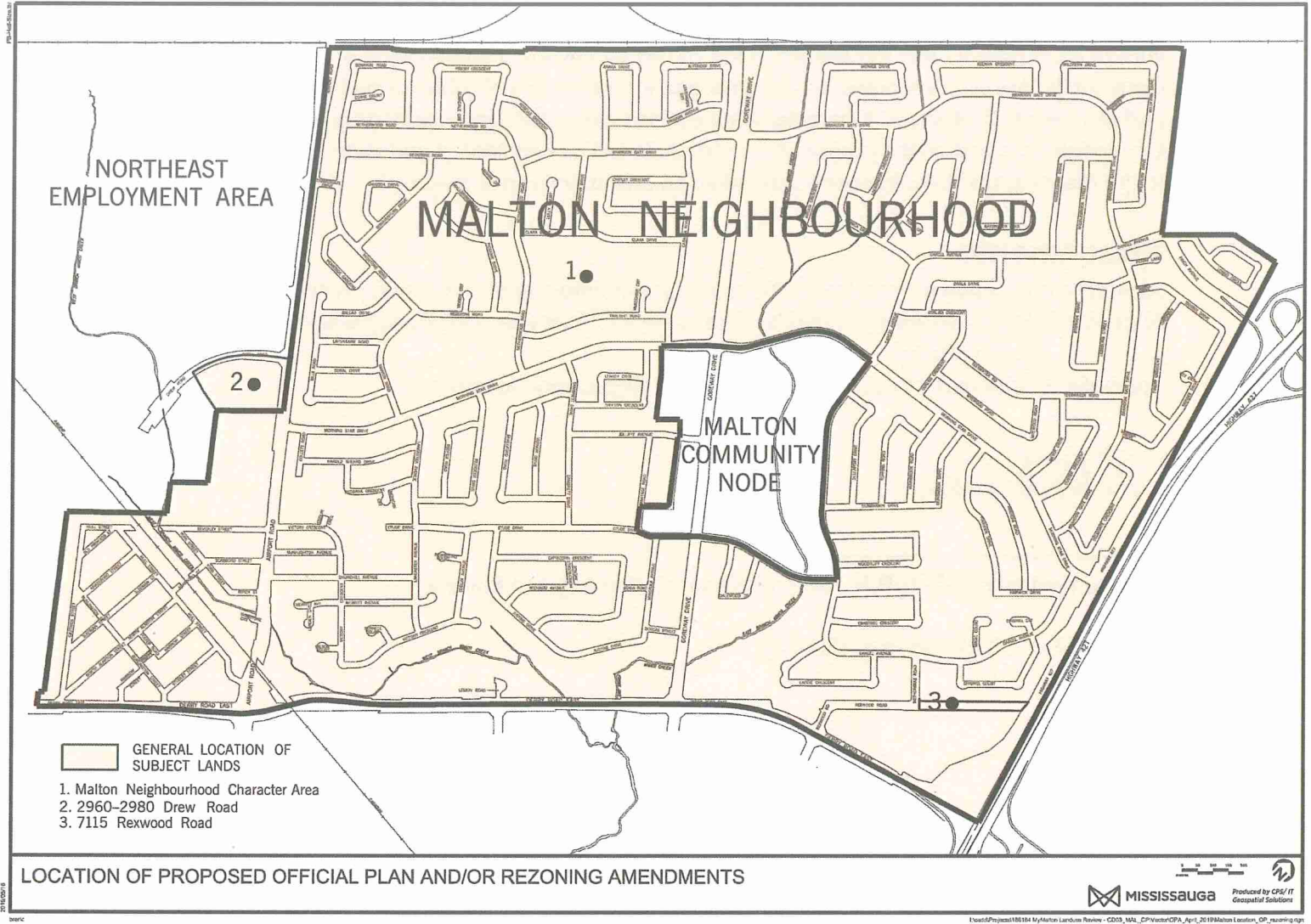
Appendix 3: Summary of Applicable Policies and Regulatory Documents



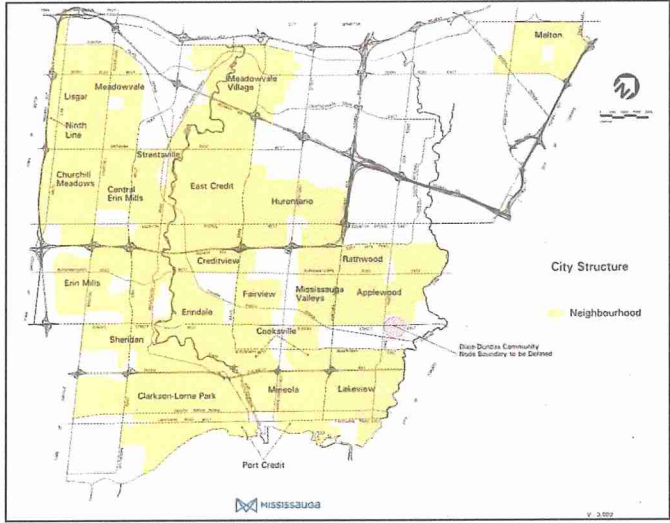
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Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Karin Phuong, Planner

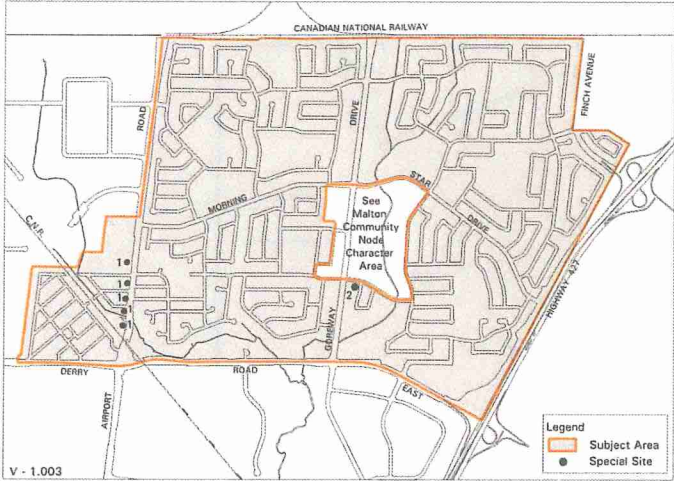


## Proposed Amendments to Mississauga Official Plan (MOP) and Mississauga Zoning By-law

COMMENT NO.	SITE LOCATION	MOP POLICY/ SECTION	PROPOSED CHANGES TO MOP	CURRENT ZONING	PROPOSED CHANGES TO ZONING	COMMENTS
*Amendment Key: Deleted text are shown as <del>strikeouts</del> ; new text is highlighted in gray.						
1	Malton Neighbourhood	16. Neighbourhoods, 16.1 Introduction, Map 16-1 City Structure - Neighbourhoods	That Map 16-1 be revised to correct a mapping error that shows the Malton Community Node, Meadowvale Community Node, South Common Community Node, and University of Toronto Special Purpose Area as Neighbourhood Character Areas.	n/a	n/a	Pursuant to policy 1.1.4(i) a technical revision to Map 16-1 is a housekeeping amendment necessary to correct a mapping error. The map correction does not change the purpose and intent of the Plan.
<p><u>Proposed change to MOP</u> That Map 16-1 be deleted and replaced with the following:</p> 						



### 4.3.

COMMENT NO.	SITE LOCATION	MOP POLICY/ SECTION	PROPOSED CHANGES TO MOP	CURRENT ZONING	PROPOSED CHANGES TO ZONING	COMMENTS
2	Malton Neighbourhood	16.15 Malton, Map 16-15 Malton Neighbourhood Character Area	That Map 16-15 be revised as follows: <ul style="list-style-type: none"> <li>FSI ranges should be deleted</li> <li>Special Sites 3 and 4 should be deleted</li> <li>Exempt Site 1 should be deleted</li> </ul>	n/a	n/a	<p>Map 16-15 should be revised to reflect current policies.</p> <p>FSI ranges are provided in Zoning By-law 0225-2007 and can be deleted from Map 16-15.</p> <p>See Comment No. 7 for explanations on the removal of Special Sites 3 and 4 and Comment No. 8 for the removal of Exempt Site 1.</p>
<p><u>Proposed change to MOP</u> That Map 16-15 be deleted and replaced with the following:</p> 						



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3	Malton Neighbourhood	16.15 Malton	<p>The following sections on Context, Vision and Principles be added as follows:</p> <p><b>xx.xx.1 Context</b>            Malton is an established community with a small number of sites remaining to be developed. Many of the residential subdivisions in Malton was built shortly after the Second World War, and more than half of the neighbourhood's housing stock was constructed between 1960 and 1980. Housing today consists of a mix of low density detached and semi-detached units, medium density townhouses and high density apartments.</p> <p>The neighbourhoods are mature and generally stable residential areas with commercial development concentrated along Airport Road, Derry Road and Goreway Drive. Some of the older commercial plazas along the arterial roads have redevelopment opportunities.</p> <p>Mimico Creek runs through Malton and crosses the boundary between Mississauga and the City of Toronto. Although the creek provides a linkage to areas to the north and south of Malton, development along the creek is constrained by its associated floodplain.</p> <p>Continued revitalization efforts in the neighbourhood will contribute to achieving a complete community. Improvements to public and private open spaces, and providing active transportation to support walking and cycling will help create a place that becomes</p>	n/a	n/a	The purpose of adding these sections is to provide context for the existing community, and incorporate the vision and principle themes that were established through MyMalton Community Vision.

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			<p>even more attractive for businesses to invest in and for people to reside.</p> <p><b>xx.xx.2 Vision and Principles</b>  The Malton community vision and principles are based on themes that are emerged from the public engagement that took place in 2015 through the MyMalton Community Vision process which helped identify the community's needs and long term objectives.</p> <p><b>xx.xx.2.1 Malton Community Vision</b>  Malton will build on its greatest strength and reputation as an inclusive and welcoming community that respects and celebrates the diversity of its people. Malton will strive to create opportunities that allow families to prosper and young people to realize their fullest potential. Through reinvestment and redevelopment, the community will be revitalized, will be beautiful, and will offer a variety of activities for its residents.</p> <p><b>xx.xx.2.2 Principle Themes</b>  The Vision is based on the following principle themes:</p> <ol style="list-style-type: none"> <li>1. Revitalize and reinvest –continuous investment and improvements to make the community safer, more attractive and vibrant</li> <li>2. Community gathering place – create vibrant gathering places to socialize, play and celebrate</li> <li>3. Opportunity for youth – develop opportunities to help young people realize and fulfill their potential</li> </ol>			

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			<p>4. Diversity of uses – create a variety of uses for retail, commercial and entertainment opportunities</p> <p>5. Beautification – make improvements to places and spaces, including streetscapes, intersections, and signage</p>			
4	Malton Neighbourhood	16.15 Malton	<p>A section on Transportation Policies be added as follows:</p> <p><b>xx.xx.x Transportation Policies</b></p> <p>xx.xx.x.1 Airport Road, from Derry Road East to the northern city limit, is an important goods movement corridor, however, it is also a commercial area that serves the surrounding community and is a regional destination shopping area. As such, the character and function of Airport Road should address the urban context and consider the following:</p> <p>a. accommodate pedestrian and cycling traffic;</p> <p>b. new buildings will be located close to the street with required parking provided to the rear of buildings;</p> <p>c. utilities should be located underground where feasible; and</p> <p>d. wider sidewalks should be incorporated into the streetscape to allow for storefront displays, spill-out zones, patios and space for street furniture while also maintaining a clear zone for pedestrian and cycling traffic, subject</p>	n/a	n/a	The policies emphasize the importance of the transportation policies for Malton – including the character and function of Airport Road and Morning Star Drive, creation of a fine grain network, and pedestrian connections.

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			<p>to approval by the Region of Peel.</p> <p>xx.xx.x.2 Landscape buffers should be provided along Airport Road to separate street traffic from pedestrians and create a safe and pleasant public realm. These buffers may include, plant material including shrubs, trees, green infrastructure, special paving, and street lighting.</p> <p>xx.xx.x.3 Interconnections between properties and the creation of a fine grain street network will be considered to provide greater connections into the Neighbourhood and to provide alternative routing options.</p> <p>xx.xx.x.4 Active transportation improvements to Morning Star Drive to allow for safe pedestrian and cycling movement are encouraged and where feasible may, among other improvements, include the following:</p> <ul style="list-style-type: none"> <li>a. wider sidewalks at certain locations;</li> <li>b. dedicated bicycle lanes; and</li> <li>c. paved walkway connections from sidewalk areas of Morning Star Drive to connect with the Malton Greenway and surrounding community uses.</li> </ul> <p>xx.xx.x.5 Pedestrian connections to adjacent properties are encouraged and should provide an enhanced pedestrian experience to allow for safe movement.</p>			

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5	Malton Neighbourhood	16.15.1 Urban Design Policies  16.15.1.1	Revise policy 16.15.1.1 (a) and add a new policy 16.15.1.1 (b) as follows:  16.15.1.1 The following principles should be encouraged during the evaluation of any development proposal:  a. the provision of open space connections that link commercial developments with public parks and community facilities through use of walkways, underpasses, bridges, streetscape development, and enhancement of pedestrian and cyclist access to Greenlands lands, wherever possible;  b. privately owned public space (POPS) may be incorporated into developments provided that:  <ul style="list-style-type: none"> <li>the design of private open space will integrate seamlessly with the adjoining street network, pedestrian environment and overall open space system; and</li> <li>the private open space interfaces with existing and/or proposed development in a legible and cohesive manner.</li> </ul>	n/a	n/a	In policy 16.15.1.1(a), the word "lands" is redundant and should be removed.  Policy 16.15.1.1(b) encourages publicly accessible private open space within developments subject to conditions.
6	Malton Neighbourhood	16.15.2 Land Use Designations	The following policies are proposed to be added:  xx.xx.x.x.1 Buildings legally constructed prior to the approval date of this Plan are permitted.	n/a	n/a	Policy recognizes buildings that are existing and built, and therefore policies that permit maximum building heights (Special Site 3, Comment No. 7) or existing mobile homes (Exempt Site 1, Comment No. 8) are proposed to be removed.



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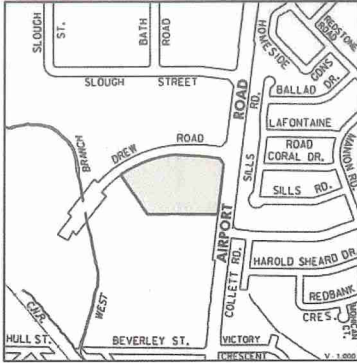
COMMENT NO.	SITE LOCATION	MOP POLICY/ SECTION	PROPOSED CHANGES TO MOP	CURRENT ZONING	PROPOSED CHANGES TO ZONING	COMMENTS
7	Malton Neighbourhood – Special Sites:  Special Sites 1 to 4	16.15.4 Special Site Policies	That the following policy be added to 16.15.4.1 Site 1:  xx.xx.x.x.6 Connections for pedestrians and cyclists are important in the community to support active transportation. The City will, as part of any development application, require an open space walkway linkage from Airport Road to the Malton Village Park.	C4, C4-47, D, RA2	No change -remains C4, C4-47, D and RA2	Policy provides clarity and importance of connections for pedestrians and cyclists, including the provision of a linkage between Malton Village Park and Airport Road.
			That 16.15.4. Site 2 be revised as follows: 16.15.4.2.2 Notwithstanding the <del>Mixed-Use designation</del> policies of this Plan, the following additional policies will apply.  16.15.4.2.7 Notwithstanding the <del>provisions of this section</del> policies of this Plan, the existing drive-through facility at 7161 Goreway Drive will be permitted.	C4, C4-12	No change, remains C4 and C4-12	Proposed policy wording is consistent with the phrasing of the policies in Mississauga Official Plan (Plan). The revisions do not change the purpose or intent of the Plan.
			That 16.15.4.3 Site 3 be deleted entirely.  <del>16.15.4.3 Site 3</del>  <del>16.15.4.3.1 The lands identified as Special Site 3 are located on the east side of Goreway Drive, north of Morning Star Drive.</del>  <del>16.15.4.3.2 Notwithstanding the provisions of the Residential High Density designation, the following additional policies will apply:</del>  <del>a. a maximum floor space index (FSI) of 1.6 will be permitted; and</del>  <del>b. the maximum apartment building height will be seven storeys.</del>	RA2-47	No change, remains RA2-47	Special Site 3 should be deleted since the FSI and maximum building height is referred to in the Zoning By-law and does not need to be repeated in a Special Site policy. Also see Comment No. 6 - a new policy is introduced that recognizes buildings that are existing and built.

### 4.3.

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			<p>That 16.15.4.4 Site 4 be deleted entirely.</p> <p><del>16.15.4.4 Site 4</del></p> <p><del>16.15.4.4.1 The lands identified as Special Site 4 are located north of Brandon Gate Drive and east of Netherwood Road.</del></p> <p><del>16.15.4.4.2 Notwithstanding the policies of this Plan, semi-detached dwelling units will be permitted.</del></p>	H-RM2-59	No change, remains H-RM2-59	Special Site 4 should be deleted since the Malton Neighbourhood Character Area land use policies permit semi-detached dwelling units and no longer necessary as a Special Site policy.
8	Malton Neighbourhood – Exempt Sites:  Exempt Site 1	16.15.5 Exempt Site Policies	<p>That 16.15.5.1 Site 1 be deleted entirely.</p> <p><del>16.15.5.1 Site 1</del></p> <p><del>16.15.5.1.1 The lands identified as Exempt Site 1 are located on the north side of Derry Road East, west of Legion Road.</del></p> <p><del>16.15.5.1.2 Notwithstanding the provisions of the Mixed-Use designation, the existing Malton Mobile Homes Park will also be permitted.</del></p>	C3-7	No change, remains C3-7	A new policy is introduced (see Comment No. 6) that recognizes buildings that are existing and built and no longer necessary as an Exempt Site policy.
9	Northeast Employment Area – Special Sites  New Special Site 1	<p>17.7 Northeast Employment Area</p> <p>Map 17-7 Northeast Employment Area</p>	<p>That Map 17-7 be revised to identify the property located at 2960 - 2980 Drew Road as a Special Site (Special Site 1).</p>	E2-38 (Employment Exception)	See Comment No. 10	See Comment No. 10
<p><u>Proposed change to MOP</u></p> <p>That Map 17-7 be deleted and replaced with the following:</p> <p>(see following page)</p>						

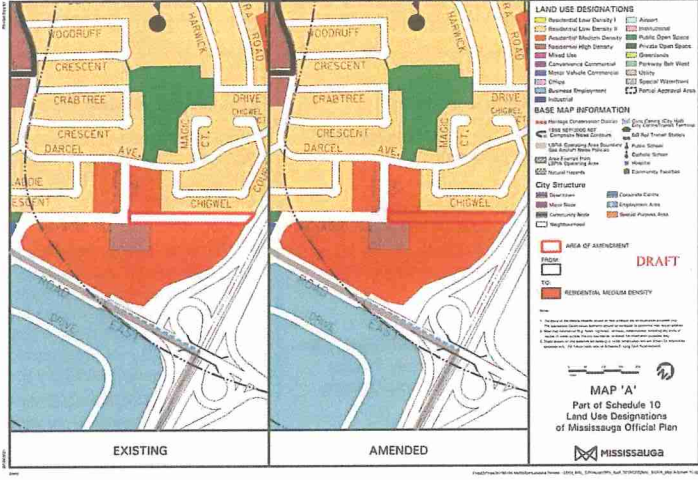


COMMENT NO.	SITE LOCATION	MOP POLICY/ SECTION	PROPOSED CHANGES TO MOP	CURRENT ZONING	PROPOSED CHANGES TO ZONING	COMMENTS
10	Northeast Employment Area – Special Sites  New Special Site 1	17.7 Northeast Employment Area  17.7.x Special Site Policies	That a new Special Site be added (new Special Site 1) as follows:	E2-38  E2-38 zone permits uses and regulations specified for an E2 zone, except the following uses/ regulations will apply:	E2-## (new exception)  The E2-## zone will permit uses and regulations for an E2 zone, except the following uses/ regulations will apply:	A new Special Site (Site 1) is proposed for the property located at 2960 – 2980 Drew Road (Great Punjab Business Centre).  The lands are proposed by the Province as being a Provincially Significant Employment Zone. The property is not proposed to be redesignated and will

COMMENT NO.	SITE LOCATION	MOP POLICY/ SECTION	PROPOSED CHANGES TO MOP	CURRENT ZONING	PROPOSED CHANGES TO ZONING	COMMENTS
			 <p>XX.XX.X.X.1 The lands identified as Special Site 1 are located south of Drew Road and west of Airport Road.</p> <p>XX.XX.X.X.2 Notwithstanding the policies of this Plan, the following additional policies will apply:</p> <p>a. retail stores will be permitted at a maximum gross floor area of 600 m<sup>2</sup>;</p> <p>b. opportunities to provide pedestrian connections to adjacent lands, within the site and along Airport Road are encouraged; and</p> <p>c. animal care establishment, commercial school, financial institution, funeral establishment, medical office, motor vehicle rental facility, personal service establishment, restaurants, retail and veterinary clinic uses will be permitted for a maximum of 50% of the buildings' gross floor area. A minimum of</p>	<p>Uses that will not be permitted include the following:</p> <p>truck terminal, waste processing station, waste transfer station, composting facility, adult entertainment establishment, body-rub establishment, broadcasting/ communication facility.</p>	<p>Additional uses that will be permitted include:</p> <ul style="list-style-type: none"> <li>• retail store (less than or equal to 600 m<sup>2</sup> gross floor area)</li> <li>• personal service establishment</li> </ul> <p>Uses that will not be permitted include uses that are not permitted in the E2-38 zone and the following uses:</p> <p>animal boarding establishment, contractor service shop, convenience restaurant, gas bar, medicinal product manufacturing facility (and restricted), motor vehicle repair facility (restricted), motor vehicle sales, leasing and/or rental facility (commercial motor vehicles), motor</p>	<p>remain Business Employment. Further, the property will continue to be in an Employment Zone (E2 zone).</p> <p>The special site recognizes the unique circumstance of the existing development. Planning review and City initiated municipal comprehensive reviews recognize the importance of the Great Punjab Centre as a place that services the Malton community.</p> <p>Additional uses will be permitted to allow for retail and personal service establishments and other uses (as specified in the proposed changes to MOP and zoning), to a maximum of 50% of the buildings' gross floor area.</p> <p>A parking study was provided by NexTrans in support of a parking reduction for the Great Punjab Business Centre. Staff has reviewed the study and can support parking at 5.4 parking spaces per 100 m<sup>2</sup> gross floor area for the uses specified in the proposed changes to zoning.</p>

### 4.3.

COMMENT NO.	SITE LOCATION	MOP POLICY/ SECTION	PROPOSED CHANGES TO MOP	CURRENT ZONING	PROPOSED CHANGES TO ZONING	COMMENTS
			50% of the buildings' gross floor area may be occupied by office and business employment uses.		<p>vehicle service station, motor vehicle wash facility (restricted), and truck fuel dispensing facility</p> <p>A regulation will allow a maximum gross floor area of up to 50% for an animal care establishment, commercial school, financial institution, funeral establishment, medical office, motor vehicle rental facility, personal service establishment, restaurant, retail store, take-out restaurant, veterinary clinic.</p> <p>Parking for the uses listed in the regulation above will be provided at a minimum of 5.4 parking spaces per 100 m<sup>2</sup> gross floor area.</p>	

COMMENT NO.	SITE LOCATION	MOP POLICY/ SECTION	PROPOSED CHANGES TO MOP	CURRENT ZONING	PROPOSED CHANGES TO ZONING	COMMENTS
11	West of Highway 427 and north of Derry Road East	<ul style="list-style-type: none"> <li>Schedule 10 Land Use Designations</li> </ul>	That Schedule 10 be amended, to designate a portion of the lands located at 7115 Rexwood Road to "Residential Medium Density" as shown below.	RM4-26	No change, remains RM4-26	A portion of the lands located at 7115 Rexwood Road was part of an original road allowance to connect to Highway 427. The lands have been developed and are part of Peel Condominium Plan 631. As such, the parcel should be designated to Residential Medium Density to recognize the existing use.
<p><b>Proposed change to MOP:</b> That Schedule 10 be revised as follows:</p>  <p><b>Map 'A'</b> Part of Schedule 10 Land Use Designations of Mississauga Official Plan</p> <p>MISSISSAUGA</p>						

### Summary of Applicable Policies and Regulatory Documents

The proposed Official Plan amendments and rezoning changes have been evaluated against Provincial Plans and policies as well as the Regional Official Plan and those contained in the Mississauga Official Plan.

The following table summarizes the policy and regulatory documents that affect these amendments. The following table is a preliminary assessment of both the City of Mississauga Official Plan policies against provincial and regional planning tools and the proposed amendments.

Policy Document	Mississauga Official Plan (MOP) Policies	City Initiated Proposal
<b>Provincial Policy Statement (PPS)</b>	The existing policies of MOP are consistent with the PPS.	The proposed amendments are consistent with the PPS.
<b><i>A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i></b>	Mississauga Official Plan is in general conformity with the <i>Growth Plan</i> ; however, certain aspects are undergoing conformity exercises to reflect the new changes in the <i>Growth Plan</i> .	The proposed amendments are in conformity with the <i>Growth Plan</i> .
<b>Greenbelt Plan</b>	n/a	n/a
<b>Parkway Belt Plan</b>	n/a	n/a
<b>Region of Peel Official Plan</b>	The existing policies of MOP conform to the ROP.	The proposed amendments are exempt from Regional approval.
<b>Mississauga Official Plan</b>	<p>The lands are located within the Malton Neighbourhood and the Northeast Employment Character Areas.</p> <p>Neighbourhood policies are intended to ensure that development is sensitive to the Neighbourhood's existing and planned character. Neighbourhoods are not the focus for intensification and are stable residential areas where the existing character is to be preserved.</p> <p>Employment policies are intended to ensure that they contain diverse industrial and business employment uses. Retail, service or infrastructure uses that support the employment base are also located in Employment Areas.</p>	<p>The proposed amendments to MOP update neighbourhood and employment policies specific to the Malton Neighbourhood Character Area and one site in the Northeast Employment Area Character Area.</p> <p>Policies in the Malton Neighbourhood Character Area that are no longer relevant are proposed to be deleted; proposed policies on context/vision/principles, transportation, pedestrian connections, linkages, and privately owned public space are consistent with the official plan and maintain the City structure hierarchy. The land use re-designation to Residential Medium Density (7115 Rexwood Road) is proposed to reflect current land use of the site.</p> <p>Special Site 1 (2960-2980 Drew Road) is located in the Northeast Employment Character Area and remains designated Business Employment. The special site policy and proposed rezoning will allow retail uses while ensuring that the site remains primarily for office and business uses.</p>
<b>Zoning By-law 225-2007</b>	The current zoning in the Malton Neighbourhood Character Area is in alignment with applicable MOP policies and no	n/a

Policy Document	Mississauga Official Plan (MOP) Policies	City Initiated Proposal
	<p>changes are proposed.</p> <p>The lands located at 2960-2980 Drew Road are currently zoned E2-38 (Employment).</p>	<p>A rezoning is proposed from E2-38 (Employment) to E2-Exception (Employment) to allow a variety of retail uses up to a maximum of 50% of the gross floor area, a parking rate reduction, and to continue to restrict uses that are not permitted in the E2-38 zone. The proposed changes to the zoning regulations are summarized in Appendix 2 of this report.</p>

**Consistency with Provincial Policy Statement 2014**

The *Provincial Policy Statement 2014* (PPS) is issued under Section 3 of the *Planning Act* and all decisions affecting land use planning matters "shall be consistent" with the *Provincial Policy Statement*.

The following table has been prepared to demonstrate how MOP policies are consistent with the relevant PPS policies. In addition, the table provides an assessment as to how the proposed amendments are consistent with PPS and MOP

policies (i.e. □City Initiated Proposal□column). Only key policies relevant to the proposed amendment have been included, and the table should be considered a general summary of the intent of the policies.

Official Plan Amendment No. 47 to MOP added and amended policies in the Official Plan so that it is consistent with the PPS. This amendment came into force on May 18, 2016.

**Consistency with the PPS Analysis**

Section No.	Provincial Policy Statement (PPS)	Mississauga Official Plan (MOP) Policies	City Initiated Proposal
	<b>1.0 Building Strong Healthy Communities</b>		
1	<b>General Statement of Intent:</b> Promoting efficient land use and development patterns are important to sustainable, liveable, healthy and resilient communities, protecting the environment, public health and safety and facilitating economic growth.	MOP provides policies for efficient land use patterns by recognizing that managing change wisely and directing growth to key strategic locations is critical (Chapter 5 □ Direct Growth). Health of the natural environment is important to human and economic vitality (Chapter 6 □ Value the Environment). MOP emphasizes policies that support completing communities including housing needs, mixed use developments, public health and community infrastructure (Chapter 7 □ Complete Communities). Mississauga will provide for a wide range of employment activities including office and employment uses (Chapter 10 □ Foster a Strong Economy).	The proposed amendments encourage continued revitalization efforts in the neighbourhood that will contribute to achieving a complete community. The proposed Northeast Employment Character Area - Special Site 1 policies and the proposed changes to zoning will permit a diversity of employment uses that will continue to support economic growth.
	<b>1.1 Managing and directing land use to achieve efficient and resilient development and land use patterns</b>		
2	1.1.1 Healthy, liveable and safe communities are sustained by: a) promoting efficient development and land use patterns; b) accommodating an appropriate range and mix of residential, employment, institutional,	The existing relevant MOP policies are consistent with the PPS (see comments in Section No. 1) and MOP section 5.3.5 characterizes Neighbourhoods as generally stable areas that are not areas for significant intensification. Development should be sensitive to the Neighbourhood's existing and	A mix of residential dwellings will continue to be permitted in MOP and the existing Malton Neighbourhood policies allow triplexes, street townhouses and other forms of low-rise dwellings with individual frontages on lands designated Low Density II and apartment dwellings on lands



Section No.	Provincial Policy Statement (PPS)	Mississauga Official Plan (MOP) Policies	City Initiated Proposal
	recreation, park and open space, and other uses to meet long-term needs;	planned character. Policies on protecting lands for employment uses and the provision for a variety of employment uses to accommodate existing and future employment uses are emphasized in section 5.3.6 of the official plan.	designated Residential Medium Density.  Special Site 1 (2960-2980 Drew Road) is located in the Northeast Employment Character Area and the proposed amendments will continue to allow for a range of employment uses including a banquet hall, commercial school, office, manufacturing and wholesale/distribution.  Also see comments in Section No. 1
3	<p>1.1.3.2 Land use patterns within settlement areas shall be based on:</p> <p>a) densities and a mix of land uses which:</p> <ol style="list-style-type: none"> <li>1. efficiently use land and resources;</li> <li>2. are appropriate for and efficiently use infrastructure and public service facilities;</li> <li>3. minimize negative impacts to air quality and climate change and promote energy efficiency;</li> <li>4. support active transportation;</li> <li>5. are transit-supportive;</li> <li>6. are freight-supportive;</li> </ol> <p>b) a range of uses and opportunities for intensification and redevelopment.</p>	<p>MOP section 5.3 explains that Neighbourhoods and Employment Areas will accommodate the lowest densities and building heights. Neighbourhoods will focus on residential uses and associated services and facilities. Employment Areas will accommodate a mix of employment uses, but will not permit residential uses.</p> <p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities (policy 5.1.6).</p> <p>In order to create a complete community and develop a built environment supportive of public health, the City will encourage compact, mixed use development; design streets that facilitate alternative modes of transportation; encourage environments that foster incidental and recreational activity; and encourage land use planning practices conducive to good public health (policy 7.1.3).</p>	<p>The proposed amendments on transportation policies seek to improve the pedestrian environment making it more attractive and safer for pedestrians and cyclists, while continuing to recognize the existing roles of Airport Road and Morning Star Drive.</p> <p>The proposed policies on pedestrian connections to adjacent properties provide support for an enhanced pedestrian experience and safer movement.</p>
<b>1.3 Employment</b>			
4	<p>1.3.1 Planning authorities shall promote economic development and competitiveness by:</p> <p>a) providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;</p> <p>b) providing opportunities for a diversified</p>	See comments in Section No. 2 and Section No. 3	See comments in Section No. 2 and Section No. 3

Section No.	Provincial Policy Statement (PPS)	Mississauga Official Plan (MOP) Policies	City Initiated Proposal
	<p>economic base;</p> <p>c) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities;</p> <p>d) ensuring the necessary infrastructure is provided to support current and projected needs.</p> <p>1.3.2.1 Planning Authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.</p>	<p>Mississauga will identify and protect lands for a diversity of employment uses to meet current and future needs (policy 10.1.2).</p> <p>Employment Areas will accommodate a diverse mix of employment uses, but will not permit residential uses (section 5.3).</p>	<p>Land use designations and general policies in Northeast Employment Area Character Area are not proposed to be amended. Proposed Special Site 1 policies and zoning recognizes the function that the existing development serves for the surrounding community. To support this function, additional permissions, including retail, are proposed, but limited to a maximum of 50% of the buildings' gross floor area.</p>
<b>1.5 Public Spaces, Recreation, Parks, Trails and Open Space</b>			
5	<p>1.5.1 Healthy, active communities should be promoted by:</p> <p>a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;</p> <p>b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation.</p>	<p>Policies in MOP are intended to achieve an attractive, comfortable and functional public realm and are composed of public lands with a focus on streets and boulevards and edges of private properties as they are visible from, and as they interface with the public streets (section 9.1).</p> <p>Policies regarding the public realm address matters such as the arrangement of streets and blocks, civic buildings, landmarks, gateways, views, public art and open spaces (section 9.1).</p> <p>The public realm will be planned to promote healthy, active communities that foster social connections at all stages of life and encourage built and natural settings for recreation, culture and active transportation (policy 9.3.5.9).</p>	<p>Also see comments in Section No. 2 and Section No. 3</p> <p>The proposed amendments support creating a safe and pleasant public realm. Proposed policy recommends landscape buffers be provided along Airport Road to separate street traffic from pedestrians to create a safe and pleasant public realm.</p> <p>Additionally, it is proposed that the evaluation of development proposals consider privately owned public space.</p>
<b>4.0 Implementation and Interpretation</b>			
7	<b>General Statement of Intent:</b>	As outlined in the table, relevant MOP policies are	The policies of MOP and the proposed amendments are consistent with relevant policies of the <i>Provincial</i>

Section No.	Provincial Policy Statement (PPS)	Mississauga Official Plan (MOP) Policies	City Initiated Proposal
	<p>Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted.</p> <p>4.2 Decisions of the council of a municipality shall be consistent with the Provincial Policy Statement.</p> <p>4.7 The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement.</p>	consistent with the PPS.	<i>Policy Statement</i> as outlined in this table.

**Conformity with Growth Plan 2019**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (*Growth Plan*) (2019) was issued under Section 7 of the *Places to Grow Act* and all decisions affecting lands within this area will conform to this Plan.

The following table has been prepared to demonstrate how MOP policies conform to the relevant *Growth Plan* policies. In addition the table provides an assessment as to how the proposed amendments are consistent with PPS and MOP policies (i.e. □City Initiated Proposal□column). Only key policies

relevant to the proposed amendment have been included, and the table should be considered a general summary of the intent of the policies.

MOP was prepared and approved in accordance with the *Growth Plan* 2006. Mississauga is in the process of reviewing MOP policies to ensure conformity with the new *Growth Plan* 2019. The proposed policies have been reviewed against *Growth Plan* 2019 policy direction to ensure conformity.

**Conformity with the Growth Plan Analysis**

Section No.	A Place to Grow: Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan (MOP) Policies	City Initiated Proposal
	<b>1. Introduction</b>		
	<b>1.1 The Greater Golden Horseshoe</b>		
1	<b>General Statement of Intent:</b> The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, employment, healthy communities, aging, and climate change.	MOP recognizes that Mississauga's sustained population and employment growth will continue to present both challenges and opportunities that need to be addressed through an appropriate growth management strategy (section 4.3).  The Official Plan focuses on the strategic management of growth and change through the integration of land use, transportation and design objectives. It includes promoting growth in locations where it is financially sustainable and where it can be developed in compact efficient forms, supported by existing and planned infrastructure. This approach also includes the protection and enhancement of stable areas including the city's natural and cultural heritage resources and residential neighbourhoods (section 4.4).	The proposed amendments recognize neighbourhoods as generally stable residential areas and identify areas with redevelopment opportunities.
	<b>1.2 The Growth Plan for the Greater Golden Horseshoe</b>		
2	The Vision for the Greater Golden Horseshoe	The Vision for Mississauga is that it will be a beautiful sustainable city that protects its natural and cultural	The Malton Community Vision is that Malton will build on its greatest strength and reputation as an

	is that it will be a great place to live, supported by a strong economy, a clean and healthy environment, and social equity, with an extraordinary waterfront.	heritage resources and its established stable neighbourhoods (Chapter 4 - Vision).	inclusive and welcoming community that respects and celebrates the diversity of its people. Malton will strive to create opportunities that allow families to prosper and young people to realize their fullest potential. Through reinvestment and redevelopment, the community will be revitalized, will be beautiful, and will offer a variety of activities for its residents.
	<b>1.2.1 Guiding Principles</b>		
3	<p>The policies of this Plan are based on the following principles:</p> <ul style="list-style-type: none"> <li>a) Complete communities;</li> <li>b) Prioritize intensification;</li> <li>c) Provide flexibility to capitalize on new economic and employment opportunities;</li> <li>d) Support a range and mix of housing options;</li> <li>e) Integrate land use planning and investment in infrastructure;</li> <li>f) Provide different approaches to manage growth that recognize diversity of communities;</li> <li>g) Protect natural heritage, hydrologic, landforms;</li> <li>h) Conserve and promote cultural heritage;</li> <li>i) Integrate climate change considerations.</li> </ul>	<p>The guiding principles of the <i>Growth Plan</i> are incorporated into MOP and include the following:</p> <p>Chapter 5 □ Direct Growth - prioritize intensification; provide different approaches to manage growth that recognize diversity of communities; integrate land use planning and investment in infrastructure;</p> <p>Chapter 6 □ Value the Environment - protect natural heritage, hydrologic, landforms; Integrate climate change considerations</p> <p>Chapter 7 □ Complete Communities - complete communities; support a range and mix of housing options; conserve and promote cultural heritage</p> <p>Chapter 10 □ Foster a Strong Economy, provide flexibility to capitalize on new economic and employment opportunities</p>	<p>The proposed amendment outlines guiding principles which were developed with the Malton community. These principles align with many of the <i>Growth Plan</i> principles, and include the following:</p> <ul style="list-style-type: none"> <li>1. Revitalize and reinvest □ continuous investment and improvements to make the community safer, more attractive and vibrant</li> <li>2. Community gathering place □ create vibrant gathering places to socialize, play and celebrate</li> <li>3. Opportunity for youth □ develop opportunities to help young people realize and fulfill their potential</li> <li>4. Diversity of uses □ create a variety of uses for retail, commercial and entertainment opportunities</li> <li>5. Beautification □ make improvements to places and spaces, including streetscapes, intersections, and signage</li> </ul>
	<b>1.2.2 Legislative Authority</b>		
4	All decisions made on or after May 16, 2019 will conform with this Plan	As illustrated through this table, MOP generally conforms to the <i>Growth Plan</i> .	As the decision on the amendments will occur after May 16, 2019, it must conform to the <i>Growth Plan</i> 2019.
	<b>1.2.3 How to Read this Plan</b>		
5	<p><b>General Statement of Intent:</b></p> <p>Outlines the relationship between the <i>Growth Plan</i> and other planning documents, and how to read the plan</p>	MOP has been reviewed in respect to the <i>Growth Plan</i> and other applicable provincial planning documents.	The proposed amendments have been reviewed accordingly.
	<b>2. Where and How to Grow</b>		
	<b>2.1 Context</b>		

6	This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete communities, and increasing the modal share for transit and active transportation.	MOP provides policies for efficient land use patterns by recognizing that managing change wisely and directing growth to key strategic locations is critical (Chapter 5 □ Direct Growth). It promotes growth in locations where it is financially sustainable and where it can be developed in compact efficient forms, supported by existing and planned infrastructure (section 4.4). MOP emphasizes policies that support completing communities including housing needs, mixed use developments, public health and community infrastructure (Chapter 7 □ Complete Communities). Increasing the modal share of transit will be important in making decision on transit planning (policy 8.2.3.8) and the City will encourage active transportation and support the development of healthy communities, the City will promote pedestrian activity as an integral part of the multi-modal transportation network (section 8.2.4).	<p>The proposed amendments encourage continued revitalization efforts in the neighbourhood that will contribute to achieving a complete community.</p> <p>The proposed policies recognize that improvements to public and private open spaces, and providing active transportation to support walking and cycling will help create a place that becomes even more attractive for businesses to invest in and for people to reside.</p>
<b>2.2 Policies For Where and How To Grow</b>			
<b>2.2.1 Managing Growth</b>			
7	<b>General Statement of Intent:</b> Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality.	See comments in Section No. 1	See comments in Section No. 1
<b>2.2.5 Employment</b>			
8	<p>2.2.5.3 Retail and office uses will be directed to locations that support <i>active transportation</i> and have existing or planned transit.</p> <p>2.2.5.6 Designate all <i>employment areas</i> in official plans and protect them for appropriate employment uses over the long-term.</p> <p>2.2.5.7 Municipalities will plan for all <i>employment areas</i> within settlement areas by:</p> <p>a) prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use;</p>	<p>MOP policies conform to the general intent of the employment policies in the <i>Growth Plan</i>. Several policies in MOP address employment and include the following:</p> <p>Mississauga will integrate land use and transportation planning and sustainable design so that new development is directed to locations that support existing and planned transit and active transportation facilities (section 4.5).</p> <p>Retail, service or infrastructure uses that support the employment base are also located in Employment Areas (section 5.3.6).</p>	<p>The proposed amendments recognize that Airport Road, from Derry Road East to the northern city limit is a commercial area that serves the surrounding community and should accommodate, amongst other elements, active transportation.</p> <p>Special Site 1 (2960-2980 Drew Road) is located in the Northeast Employment Character Area and remains designated Business Employment. The special site policy and proposed zoning will allow retail uses while ensuring that the site remains primarily for office and business uses. Retail stores will be permitted at a maximum gross floor area of 600 m<sup>2</sup>.</p>

	<p>b) Prohibiting major retail uses or establishing a size or scale threshold for any major retail uses that are permitted and prohibiting any major retail uses that would exceed that threshold; and</p> <p>c) Providing an appropriate interface between <i>employment areas</i> and adjacent non-employment areas to maintain land use capacity.</p> <p>2.2.5.12 The Minister may identify provincially significant employment zones and may provide specific direction for planning in those areas to be implemented through appropriate official plan policies and designations and economic development strategies.</p>	<p>Mississauga will identify and protect lands for a diversity of employment uses to meet current and future needs (policy 10.1.2).</p> <p>An adequate supply of lands providing locations for a variety of appropriate employment uses will be maintained to accommodate the City's growth forecasts (policy 10.1.3).</p> <p>Employment Areas will accommodate a diverse mix of employment uses, but will not permit residential uses (section 5.3)</p> <p>Employment Areas adjacent to residential areas, sensitive land uses and major roads will be required to meet higher standards of design and to mitigate adverse impacts on adjacent uses (policy 9.2.2.4).</p>	<p>The Northeast Employment Area has been identified by the Province as a proposed provincially significant employment zone (PSEZ). The City provided comments and requested that the lands be removed from the PSEZ. The Province is in the process of reviewing the comments.</p>
<b>3. Infrastructure to Support Growth</b>			
<b>3.2 Policies for Infrastructure to Support Growth</b>			
<b>3.2.2 Transportation □ General</b>			
9	<p>3.2.2 The transportation system within the GGH will be planned and managed to:</p> <p>a) provide connectivity among transportation modes for moving people and for moving goods;</p> <p>b) offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;</p> <p>c) be sustainable and reduce greenhouse gas emissions;</p> <p>d) offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services;</p> <p>f) provide for the safety of system users.</p>	<p>MOP contain policies that encourage a multi-modal transportation system that includes all modes of travel (Chapter 8 □ Create a Multi-Modal City)</p> <p>MOP recognizes the importance of developing a transportation network to support goods movement. Many businesses within Employment Areas rely on the delivery of goods and services by truck. As such, goods movement infrastructure within Employment Areas is necessary in order for businesses to remain competitive within the regional economy (section 5.3.6).</p> <p>In Employment Areas, major collectors will be designed to serve a moderate volume of business and goods movement traffic (section 8.22).</p>	<p>The proposed amendments on transportation policies seek to improve the pedestrian environment making it more attractive and safer for pedestrians and cyclists, while continuing to recognize the existing roles of Airport Road and Morning Star Drive.</p> <p>The proposed policies on pedestrian connections to adjacent properties provide support for an enhanced pedestrian experience and safer movement.</p>
<b>3.2.3 Moving People</b>			
10	3.2.3.4 Municipalities will ensure that active transportation networks are comprehensive	See comments in Section No. 9	See comments in Section No. 9



	and integrated into transportation planning to provide: a) safe, comfortable travel for pedestrians, bicyclists, and other users of active transportation; and b) continuous linkages between strategic growth areas, adjacent neighbourhoods, major trip generators, and transit stations		
	<b>3.2.4 Moving Goods</b>		
11	3.2.4.3 Municipalities will provide for the establishment of priority routes for goods movement, where feasible, to facilitate the movement of goods into and out of employment areas and other areas of significant commercial activity and to provide alternate routes connecting the provincial network.	See comments in Section No. 9	See comments in Section No.9
	<b>5. Implementation and Interpretation</b>		
12	<p><b>Statement of Intent:</b></p> <p>Comprehensive municipal implementation is required to implement the <i>Growth Plan</i>. Where a municipality must decide on planning matters before its official plan has been updated it must still consider the impact of the decision as it relates to the policy of the Growth Plan.</p> <p>The policies of this section address implementation matters such as: how to interpret the plan, supplementary direction on how the Province will implement the plan, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.</p>	MOP must conform to the hierarchy of policy and legislation at the federal, provincial, regional and municipal levels. In particular, provincial policy initiatives provide strong direction for the growth management and development strategies (Section 2.0)	<p>Not directly applicable to the proposed amendments.</p> <p>A comprehensive review of MOP will address the changing and evolving legislative and policy framework set out by the Province and the Region.</p> <p>The amendments, as proposed, are in conformity with the Growth Plan.</p>
13	5.2.2.1 To implement this Plan, the Minister will, in collaboration with other Ministers of the Crown where appropriate, identify, establish,		See comments in Section No. 8.

	<p>or update the following:</p> <p>d) provincially significant employment zones</p> <p>5.2.2.3 The Province may review and update provincially significant employment zones in response to a municipal request.</p>		
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**Region of Peel Official Plan**

The City Initiated Proposal does not require an amendment to the Region of Peel Official Plan. The proposed amendments were circulated to the Region.

The Regional Official Plan identifies the subject lands as being located within Peel's Urban System. General objectives, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form

and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.

MOP, which was approved by the Region of Peel on September 22, 2011, is the primary municipal instrument used to evaluate these amendments.