

City of Mississauga Corporate Report



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.

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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

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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



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 |
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| 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 | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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 <i>Natural Heritage and Urban Forest Strategy, January 2014</i>, and the policy intent from this amendment should be maintained |

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| | | | <ul style="list-style-type: none"> • The Green System structure is good, but the policy preamble is wordy • There is opportunity for Section 6 improvement to: <ul style="list-style-type: none"> ◦ 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> <ul style="list-style-type: none"> • 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 |

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| | | | <p><u>Detailed Comments:</u></p> <ul style="list-style-type: none"> 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 <i>hazardous lands</i> and <i>hazardous sites</i>, 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 <i>development</i>, and <i>site alteration</i> not be permitted in areas that would be rendered inaccessible to people and vehicles due to <i>hazardous lands</i> and <i>hazardous sites</i>, unless the site has <i>safe access</i> appropriate for the nature of the <i>development</i> 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 <i>Natural System</i>, be conveyed into public ownership. <p>Stormwater Management Related:</p> <ul style="list-style-type: none"> That all <i>development</i> and <i>site alteration</i>, <i>infrastructure</i>, and <i>recreational use</i> meet TRCA's stormwater management criteria for |

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| | | | <p>water quantity, water quality, and erosion control</p> <ul style="list-style-type: none"> • That where existing <i>development</i> or <i>infrastructure</i> has stormwater management controls that do not meet current SWM criteria, <i>redevelopment</i>, <i>intensification</i> 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 <i>development</i> or <i>infrastructure</i>. This policy would be particularly relevant within the existing industrial areas in Mississauga. <p>General Hazard Related:</p> <ul style="list-style-type: none"> • To not support a boundary adjustment to recognize any component of the <i>Natural System</i> that has been altered, damaged, or destroyed by unauthorized activities; such activities will require replacement or <i>rehabilitation</i> of the... This policy is similar to the policy located within the Region's OP. • To promote <i>mitigation</i> and <i>remediation</i> works for existing development and <i>infrastructure</i> within <i>hazardous lands</i> and <i>hazardous sites</i> through the preparation and review of an <i>environmental assessment</i> or <i>comprehensive environmental study</i> or <i>technical study</i>, to the satisfaction of TRCA. • To not support modifications to <i>hazardous lands</i> and <i>hazardous sites</i>, such as filling, enclosure or channelization, to create additional area to accommodate or facilitate new <i>development</i> 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. |

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| | | | <ul style="list-style-type: none"> • That notwithstanding 7.4.3.1 c), in circumstances where TRCA agrees that the modifications to <i>hazardous lands</i> and <i>hazardous sites</i> will result in permanent <i>remediation</i> and reduction of risk to existing <i>development</i>, 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: <ol style="list-style-type: none"> i. the modifications have been evaluated on a valley or stream corridor or shoreline reach basis; ii. acceptable justification has been provided through a sub watershed plan, an <i>environmental assessment</i> or <i>comprehensive environmental study</i>; and iii. all applicable policies in Section 7 and 8 (<i>Regulation Policies</i>) have been satisfied. |
| Conservation Halton / Halton Region Conservation Authority | Jonathan Pounder, Coordinator, Environmental Planning | April 24, 2019, Telephone conference | <ul style="list-style-type: none"> • 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 |

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| | | | <p>ecological benefits but also economic value</p> <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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. |

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| | | | 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 30 th , 2019, Telephone conference | <ul style="list-style-type: none"> • 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 |

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| | | | <ul style="list-style-type: none"> • 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 30 th , 2019, Telephone conference | <ul style="list-style-type: none"> • 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 |

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| | | | <p>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</p> <ul style="list-style-type: none"> • 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. | <p>Kent Todd, Supervisor, Long Range Network Analysis</p> <p>Cody Wood, Advisor, Long Range Planning</p> | May 7 th , 2019, Telephone conference | <ul style="list-style-type: none"> • 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 |

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| | | | 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 | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> The Technical Standards and Safety 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 7 th , 2019, Telephone conference | <ul style="list-style-type: none"> 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 |

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| | TransCanada Pipelines Limited | | <p>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.</p> <ul style="list-style-type: none"> • 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. | <p>Sandrine Exibard-Edgard, Property Administrator</p> <p>Alyssa Rhynold, Land and Right-of-Way Administrator</p> <p>Cathy Bilotta, Damage Prevention & Land Affairs Lead</p> | April 25, 2019, Telephone conference | <ul style="list-style-type: none"> • 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 |
|-------------------------------|---|--|--|
| | | | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> No comments |
| RAILWAY LINE | | | |
| Metrolinx – GO Transit | <p>Adam Snow, Manager , Third Party Projects Review, Pre-Construction Services</p> <p>Brandon Gaffoor – Third Party Projects Officer – Third Party Projects Review</p> <p>Andreas Houlios - Third Party Projects Officer – Third Party Projects Review</p> <p>Matt Meere – Development Coordinator - Land Development</p> | May 1 st , 2019, Telephone conference | <ul style="list-style-type: none"> 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 |
|----------------|--|--|--|
| | <p>Scott Hays, Development Coordinator – Land Development</p> <p>Kristen Demasi, Senior Advisor, Rapid Transit Planning</p> <p>Joseph Milos, Advisor, Stations Planning</p> <p>Jason Choy, Transportation Planner, Regional Partnerships</p> <p>Michelle Kearns, Program Coordination – Mobility Integration</p> | | <p>transportation connections and infrastructure into new development at stations</p> |
| CP Rail | <p>Brian Costigan, Engineer in Training – Public Works</p> | <p>April 26th, 2019, Telephone conference</p> | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 (<i>Guidelines for New Development in Proximity to Railway Operations</i>, 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 18 th , 2019 Telephone conference | <ul style="list-style-type: none"> • 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 |
|--|---|--|--|
| | | | <p>concern; however, this is not typically an issue in Mississauga since the line typically runs through built out and employment areas</p> <ul style="list-style-type: none"> 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 | <p>Michael Ross, Director, Long Range Strategy, Strategy and Growth</p> <p>Wojtek Zurek, OLS Manager, Land Use Planning, Strategy & Growth</p> <p>Greg Straatsma, Senior Land Use Planner, Airport Development and Technical Services</p> <p>Hasneet Punia, Manager, Government Affairs and Stakeholder Relations</p> | <p>April 11, 2019 Meeting at GTAA office</p> | <ul style="list-style-type: none"> 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 | <p>Tate Kelly, Planner, Portfolio Planning & Development</p> <p>Nandor Gortva, Senior Planner, Portfolio Planning & Development</p> | <p>April 18, 2019 Telephone conference</p> | <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> “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 |
|---------------------------------------|---|--|---|
| | | | <p>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.”</p> <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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 | | <ul style="list-style-type: none"> • 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 <p>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</p> |
| City of Toronto | <p>David Fitzpatrick, Project Manager, Strategic Initiatives, Policy & Analysis, City Planning Division</p> <p>Jeffrey Cantos, Project Manager, Official Plan, Strategic Initiatives, Policy & Analysis, City Planning Division</p> | April 10, 2019, Telephone conference | <ul style="list-style-type: none"> • 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 (<i>source: City of Toronto Official Plan Review webpage</i>) • 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 |
|--|---|---|---|
| | | | <ul style="list-style-type: none"> • 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 10 th , 2019, Meeting, Etobicoke Office, Toronto | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • Awaiting response on comment summary |

| AGENCY NAME | CONTACT / POSITION | DATE / METHOD | COMMENTS |
|---------------|---|---|--|
| Halton Region | <p>Curt Benson, Director of Planning Services and Chief Planning Official</p> <p>Dan Tovey, Manager, Policy Planning, Planning Services</p> | April 29 th , 2019, Telephone conference | <ul style="list-style-type: none"> • 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 3 rd , 2019, Telephone conference | <ul style="list-style-type: none"> • 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 30 th , 2019, Telephone conference | <ul style="list-style-type: none"> • 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 |
|---|--------------------|--|--|
| | | | <p>corridor, and will include medium/high density mixed-use development including major office</p> <ul style="list-style-type: none"> Regarding natural heritage, potential to consider integration of networks, promotion of green infrastructure and watershed planning |
| NO RESPONSE | | | |
| Hydro One Networks Inc. | | <p>Letters mailed dated March 19 and April 30, 2019</p> <p>Email communication dated April 12 and 30, 2019</p> | |
| Imperial Oil – Sarnia Products Pipeline | | <p>Letters mailed dated March 14 and 29, 2019</p> <p>Email communication dated April 12 and 29, 2019</p> | |
| MonAvenir Catholic School Board | | <p>Letters mailed dated March 14 and April 29, 2019</p> <p>Email communication dated April 12 and 29, 2019</p> | |

TABLE 1 attachment



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

Appendix I: Project Team

Public Works

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

| 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 | Provincial Policy |
|---|---|
| <ul style="list-style-type: none"> • <i>Aggregate Resources Act</i>, R.S.O. 1990, c.A.8 • <i>Building Code Act</i>, 1992, S.O. 1992, c. 23 • <i>Clean Water Act</i>, 2006, S.O. 2006, S.O. 2006, c. 22 • <i>Development Charges Act</i>, 1997, S.O. 1997, c. 27 • <i>Great Lakes Protection Act</i>, 2015, S.O. 2015, c. 4 • <i>Greenbelt Act</i>, 2005, S.O. 2005, c. 1 • <i>Housing Development Act</i>, R.S.O. 1990, c.H.18 • <i>Metrolinx Act</i>, 2006, S.O. 2006, c. 16 • <i>Municipal Act</i>, 2001, S.O. 2001, c. 25 • <i>Ontario Heritage Act</i>, R.S.O. 1990, c.O. 18 • <i>Ontario Planning and Development Act</i>, 1994, S.O. 1994, S.O. 1994, c. 23, Sched. A • <i>Ontario Water Resources Act</i>, R.S.O. 1990, c.O.40 • <i>Places to Grow Act</i>, S.O. 2005, c. 13 • <i>Planning Act</i>, R.S.O. c. P. 13 • <i>Resource Recovery and Circular Economy Act</i>, 2016, S.O. 2016, c. 12, Sched. 1 • <i>Safe Drinking Water Act</i>, 2002, S.O. 2002, c. 32 | <ul style="list-style-type: none"> • <i>Ontario's Food and Organic Waste Policy Statement</i> • <i>Provincial Policy Statement, 2014 (Planning Act)</i> |
| | Provincial Plans |
| | <ul style="list-style-type: none"> • <i>Approved Source Protection Plan: CTC Source Protection Region (Clean Water Act)</i> • <i>Greenbelt Plan, 2017</i> • <i>Growth Plan for the Greater Golden Horseshoe, 2019</i> • <i>Parkway Belt West Plan</i> |
| | Regulations |
| | <ul style="list-style-type: none"> • <i>O. Reg. 82/98 – General (Development Charges Act)</i> • <i>O. Reg. 681/94 – Classification of Proposals for Instruments (Environmental Bill of Rights, 1993)</i> • <i>O. Reg. 384/94 – Apartments in Houses (Planning Act)</i> • <i>O. Reg. 551/06 – Local Appeal Bodies (Planning Act)</i> • <i>O. Reg. 173/16 – Community Planning Permits (Planning Act)</i> • <i>O. Reg 232/18 – Inclusionary Zoning (Planning Act)</i> |

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

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.)

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.

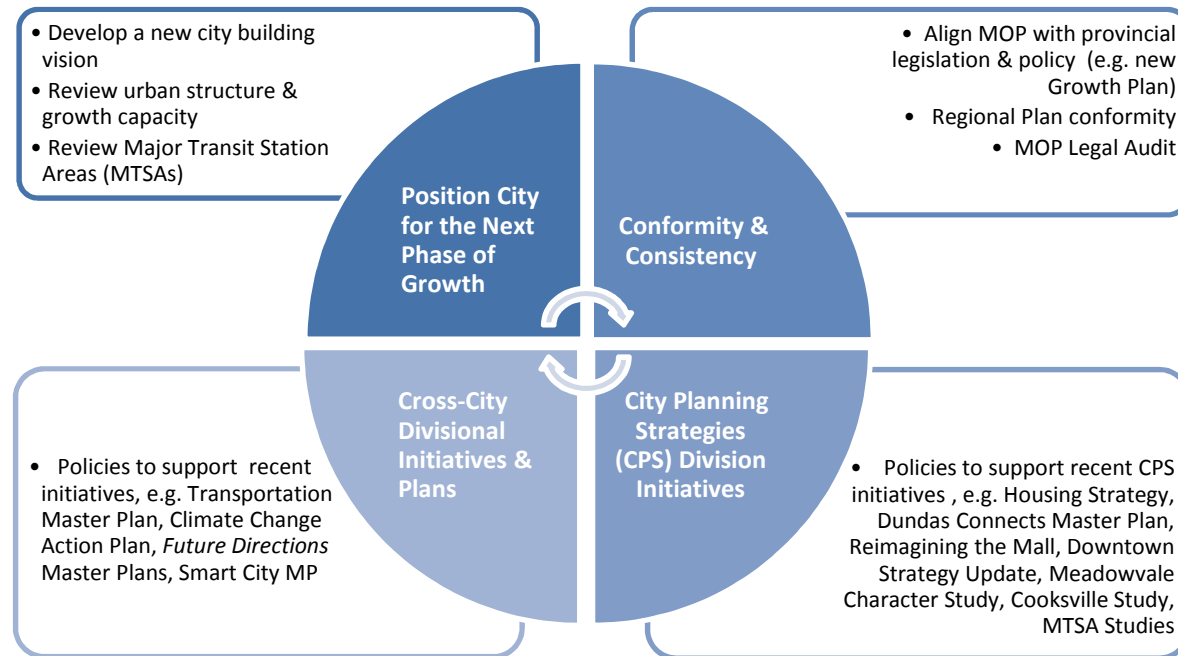
CULTURAL HERITAGE

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.

Appendix 3: Work Program Elements



Appendix 4: MOP Review Timeline

