

Appendix 8 - Applicable Policy Analysis

The proposed Dundas Corridor Policy Implementation Mississauga Official Plan Amendments No. 141 and No. 142 (OPAs) are consistent and conform to Provincial and Regional policies, as well as the new April 2022 Region of Peel Official Plan. They also reinforce the current policies and objectives of the Mississauga Official Plan as summarized below. The following assessment provides a general summary of the intent of the policies.

The Planning Act

Section 2 of the *Planning Act* states the matters of provincial interest that authorities shall have regard for in exercising their responsibilities. Relevant matters of provincial interest include, amongst other matters: (h) the orderly development of safe and healthy communities; (j) the adequate provision of a full range of housing, including affordable housing; (k) the adequate provision of employment opportunities; (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; and (r) the promotion of built form that, (i) is well designed, (ii) encourages a sense of place and (ii) provides for public spaces. These provincial interests are further articulated through the PPS and the Growth Plan.

The proposed OPAs have regard for the above-noted policies of the *Planning Act* as it promotes development that creates a dynamic, urban, mixed-use corridor with multiple options for mobility including walking, cycling, and rapid transit. The proposed policies enable a mix of residential, commercial and employment uses within a predominantly mid-rise built form that incorporates active storefronts, community facilities, public service facilities, integrated open spaces and amenities that result in an enhanced pedestrian experience. New public streets and pedestrian connections will be introduced to create smaller walkable blocks and multiple routes to key destinations. The Dundas Street Corridor will see growth in population and employment, while respecting existing communities, businesses, and industries to achieve complete communities.

Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe 2020 (Growth Plan)

The Provincial Policy Statement (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the Planning Act, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

Consistency with Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides direction on managing growth and creating communities that are liveable, healthy and resilient. The PPS highlights the importance of the efficient use of land and resources, a range of housing options, a mix of employment opportunities and access to recreation, parks and open spaces. The proposed Dundas Corridor Policy Implementation Official Plan Amendments (OPAs) are consistent with the PPS. Please see more details below:

- **Development and Land Use Patterns:** Section 1.1.1 and Section 1.1.3 require efficient land use and development patterns that promote liveable, healthy and safe communities where a mix of land uses and densities efficiently use land and resources, and support active transportation and are transit-supportive. The proposed policies support the development of transit-supportive communities in a predominately mid-rise built form within the Dundas Street Corridor, in proximity to the future Dundas Bus Rapid Transit (BRT) line.
- **Housing:** Section 1.1.1 and Section 1.4 require a range and mix of housing options, including affordable housing. The proposed policies encourage development to incorporate a range of housing choices (including affordable housing) to accommodate changes in community needs over time.
- **Land Use Compatibility:** Section 1.2.6 requires land use compatibility to mitigate adverse impact and to support the long term viability of employment uses. The proposed policies promote land use compatibility to minimize negative impact resulting from sensitive land uses in proximity to established employment uses.
- **Employment:** Section 1.3 requires an appropriate mix and range of employment opportunities and to protect and preserve employment areas to meet long term needs. It encourages compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities. The proposed policies support a range of employment opportunities and requires a balanced mix of residential and non-residential uses. Mixed use development is to be compatible with surrounding uses.
- **Public Spaces and Recreation:** Section 1.5 provides direction for public spaces, parks and open space. Specifically, Policy 1.5.1.b states that communities should plan and provide for a range and equitable distribution of parks, public spaces, open spaces, trails and linkages that promote recreation. The proposed policies emphasize the importance of expanding public spaces to serve new development.

- **Multi-Modal Transportation:** Policy 1.5.1.a and 1.6.7 promotes active communities, active transportation and a multi-modal transportation system. The proposed OPA policies seek additional active transportation connections, multi-modal access to transit facilities and an expanded road and street network.
- **Natural Hazards:** Policy 3.1.4 requires that any change to official plan policies, land use designations or boundaries for Special Policy Area lands be approved by the Province. The proposed OPAs maintain the existing policies, land use designations and boundaries of defined Special Policy Areas along Dundas Street.

Conformity with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Office Consolidation 2020)

A Place to Grow (the Growth Plan) is the Province's growth management strategy. It highlights the importance of building complete communities, supporting economic development, and directing intensification to strategic growth areas to make efficient use of land and optimize infrastructure. The proposed Dundas Corridor Policy Implementation OPAs conform to the Growth Plan. Please see more details below:

- **Complete Communities:** Section 2.1 and Policy 2.2.1.4 promote the concept of "complete communities." These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household size.. The proposed OPA policies emphasize the continued importance of providing a mix of uses, amenities and range of housing options, where appropriate along the Dundas Street Corridor and expanded access to a transportation options.
- **Manage Growth:** Section 2.2 directs future population and employment growth to settlement areas within the Greater Golden Horseshoe focused on transit corridors with compact built form. The proposed policies promote transit-supportive development in a predominately mid-rise built form along the future Dundas Bus Rapid transit (BRT) line.
- **Employment:** Policy 2.2.5.8 directs development of sensitive land uses, major retail uses or major office uses to avoid or minimize and mitigate adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment. The proposed OPA policies support the viability of existing employment lands and sets out criteria to assess the suitability of introducing sensitive land uses in proximity to employment areas.
- **Housing:** Policy 2.2.6.1.a.i provides direction to support a range and mix of housing options, including affordable housing options, to meet the needs of current and future residents. The proposed policies facilitate new development opportunities and provide for a range of housing choices including affordable housing.

- **Transportation Network:** Policy 3.2.3.4 directs municipalities to require active transportation networks be comprehensive and integrated into transportation planning. The proposed OPA policies promote improved pedestrian and cycling connections to create a multi-modal transportation network that provides greater access and connectivity to existing and future transit stations throughout the area.
- **Public Open Space:** Policy 4.2.5.1 encourages municipalities to develop “a system of publicly-accessible parkland, open space, and trails”. The proposed OPA policies promote the expansion of the public park and open space network and existing and future roads, pedestrian and multi-use connections within the Corridor.

Region of Peel Official Plan (Consolidation, 2018)

The Regional Official Plan (ROP) provides direction and a strategic policy framework to guide development and growth in Peel Region and Mississauga. The over-arching theme of the ROP is sustainability – supporting the needs of present populations without compromising future generations. The sustainability framework encompasses environmental, social, economic and cultural pillars in order to support development within the Region to create conditions for thriving communities. The proposed OPAs conform to the ROP. Please see more details below:

- **Complete Communities:** Policy 5.3.1.3 provides direction to “establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.” The proposed OPAs conform with the Region of Peel Official Plan, and support the development of complete communities along the Dundas Street Corridor.
- **Employment:** Policy 5.6.2.10 encourages high density employment uses in proximity to major transit station areas and areas planned for higher order transit service. The proposed OPAs encourage economic development and employment growth on lands within the Dundas Street Corridor. These lands are located in the Region’s proposed Major Transit Station Areas and will be adjacent to the future Dundas BRT line.
- **Housing:** Section 5.8 provides direction for municipalities to plan for a range and mix of housing, specifically Policy 5.8.2.3 encourages and supports municipalities to plan for a range of housing options and forms, including affordable housing to enable all residents to remain within their communities. The proposed OPA policies reinforce these housing policy directions.
- **Active Transportation:** Policy 5.9.10.2.1 provides direction for integrated transportation planning with pedestrian and cycling networks that are safe, attractive and accessible, and provide linkages between areas, adjacent neighbourhoods and transit stations. The

proposed policies for the Dundas Street Corridor require the creation of a fine-grained multi-modal transportation network.

New Region of Peel Official Plan (RPOP)

On April 28, 2022, Regional Council passed By-law 20-2022 to adopt the new Region of Peel Official Plan, which is currently awaiting Provincial approval. While the policies of the new RPOP are not in full force and effect it represents Regional Council's most current vision to guide growth and development within the Region and the City of Mississauga to the year 2051. The proposed amendments would conform to the new RPOP once approved.

Mississauga Official Plan

The proposed Dundas Corridor Policy Implementation Official Plan Amendments reinforce the current policies and objectives of the Mississauga Official Plan (MOP).

- **City Structure and Growth:** Section 5.3 identifies an urban hierarchy and recognizes the different functions of various areas of the city. Dundas Street is identified as an Intensification Corridor planned to accommodate future growth in the city, and envisioned to provide a mix of population and employment uses. The proposed OPA policies support Dundas Street as an Intensification Corridor and provides a vision and direction to guide future development.
- **Employment:** Policy 5.5.10, 10.2.1 and 10.4.1 encourage major office and retail development to be located within Major Transit Station Areas. The proposed policy amendments encourage a range of economic opportunities along the Dundas Street Corridor. Policy 10.1.1 and 10.1.4 support the protection of employment lands from non-employment uses to meet future needs, while policy 10.3.2 protects lands within Employment Areas for industrial uses. The proposed OPAs preserve the character of Employment Areas and removes any areas that may consider non-employment uses to other Character Areas.
- **Parks and Open Spaces:** Chapter 6 provides city-wide direction for parks and open spaces. The proposed policy amendments provide further direction for the expansion of parks and open space along the Dundas Street Corridor to serve future growth.
- **Land Use Compatibility:** MOP includes numerous policies in Chapter 6 and 10 related to land use compatibility. Policy 6.1.8 and 6.1.9 prohibit sensitive land uses adjacent to industrial activities if adverse impacts cannot be mitigated through effective control, such as site and building design, buffers and/or separation distances. Policy 6.5.5 requires that when determining land use compatibility regard be given to odours, air particulates, noise and other contaminants, which may impact adjacent or nearby land uses. While Section 6.10 requires land use compatibility consider the incorporation of noise attenuation methods. Policy 10.3.3 and 10.3.4 requires land use conflicts be minimized

between industrial uses and sensitive land uses to support the continued operation of industrial uses. The proposed OPAs build on these policies and prioritize land use compatibility throughout the corridor, particularly in considering new sensitive land uses in proximity to employment uses to maintain their ongoing viability. The introduction of a new Mixed Use Limited designation requires proposal for new sensitive land uses demonstrate their suitability subject to land use compatibility assessments.

- **Natural Hazard Lands:** Section 6.3 provides policies that generally prohibit development and site alteration within Natural Hazard Lands and areas within an identified Flood Plain. The proposed OPAs maintain existing the policies for flood prone areas and require flood mitigation prior to any new development in such areas.
- **Complete Communities:** Chapter 7 provides city-wide direction for complete communities. The chapter identifies the need to plan for complete communities that meet the daily needs of people and offer a range of services, employment and residential opportunities. Specifically Policy 7.1.3 encourages compact built environments that integrate a mix of uses, support multiple modes of transportation, and encourage recreational activities. Section 7.3 identifies the need for community infrastructure as a vital part of complete communities and quality of life. The proposed OPAs establish the Dixie-Dundas Community Node and support the development of the Dundas Street Corridor as a complete community with a mix of uses and access to multiple modes of transportation and community infrastructure.
- **Housing:** Section 7.2 provides city-wide direction to promote the provision of suitable housing for people of all stages of life. The MOP encourages the creation of new housing to meet the needs of diverse populations, younger and older adults and families. The proposed OPA policies encourage the development of a range of housing choices, including affordable housing.
- **Multi-Modal Transportation:** Chapter 8 aims to create sustainable communities with multi-modal transportation networks, encourages a shift towards more sustainable modes of transportation and prioritizes the creation of a fine-grained road pattern in Intensification Areas. The proposed OPAs will promote, within the Dundas Street Corridor, development that integrates a fine-grained multi-modal transportation network that will provide connections throughout the area and to the future Dundas BRT.
- **Urban Form:** Chapter 9 provides city-wide direction to build a desirable, sustainable urban form with high quality urban design and public realm that contributes to a strong sense of place. Policy 9.1.2 and 9.1.9 directs urban form within Intensification Areas to promote a diverse mix of uses and support the creation of efficient multi-modal transportation system. Section 9.3 and policy 9.3.1.5 provides direction for a public realm that enhances connectivity and a sense of place. The proposed OPAs encourage the creation of a predominantly mid-rise corridor with development providing active street frontages and an accessible, high quality public realm.