

## Appendix 7 – Applicable Policy Analysis

The proposed Mississauga Official Plan Amendments (MOPAs) for the City-Wide Major Transit Station Areas are consistent and conform to current provincial and regional policies, as well the recently adopted Peel 2051 Region of Peel Official Plan policies as summarized below. They also reinforce the current policies and objectives of Mississauga Official Plan.

### The Planning Act

The *Planning Act* is provincial legislation that sets out the ground rules for land use planning in Ontario. It describes how land uses may be controlled, and who may control them. It also sets out matters of provincial interest that authorities shall have regard for in exercising their responsibilities. These provincial interests are further articulated through the Provincial Policy Statement (PPS) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe. Requirements of the *Planning Act* pertaining to Major Transit Station Areas (MTSAs) are detailed below:

- **Section 16(16):** States that the official plan of an upper-tier municipality such as the Region of Peel, may include policies that identify the area surrounding and including an existing or planned higher order transit station or stop as a “Protected” MTSA (PMTSA). To achieve this designation municipalities must delineate the boundaries, identify minimum number of residents and jobs per hectare and require the Official Plans of lower-tier municipalities (City of Mississauga) to include policies identifying minimum densities and land uses. The identification of a PMTSA is also a prerequisite for the City to implement Inclusionary Zoning by-laws.
- **Section 17(36.1.4, 36.1.6):** Specifies there are no Ontario Land Tribunal (OLT) appeals to PMTSA policies that identify delineated boundaries, authorized uses of land, buildings and structures, minimum and maximum building heights and densities, and where the maximum permitted height also satisfies the minimum density authorized for the same parcel, other than by the Minister. However, Regional MTSA policies must be approved by the Province for this to take effect.
- **Section 22 (2.2):** Once established, any amendments to a PMTSA will require a local Council resolution and will be subject to approval by the Region.
- **Section 16(4)-(13):** Enables inclusionary zoning as a planning tool in official plans. It sets out the requirements of establishing Inclusionary Zoning within PMTSAs. The MOPAs set out the framework to implement Inclusionary Zoning within PMTSAs.

The MOPAs will establish a local policy framework for Region of Peel identified MTSAs and classify them as PMTSAs by satisfying the set requirements of the *Planning Act*.

## Provincial Policy Statement, 2020 (PPS) and A Place to Grow: 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.

The PPS recognizes 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". Official plans shall also set out appropriate land use designations and policies.

Under the *Planning Act*, all planning decisions must be consistent with the policy statements and conform to provincial plans.

### 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 Mississauga Official Plan Amendments (MOPAs) for City-Wide Major Transit Station Areas (MTSAs) are consistent with the PPS. Please see more details below:

- **Development and Land Use Patterns:** Section 1.1.3 requires a mix of land uses and densities that efficiently use land and resources, and support active transportation and are transit-supportive. The MOPAs support new development opportunities surrounding existing and planned transit infrastructure that will ensure the continued efficient use of land and resources within Protected MTSAs (PMTSAs).
- **Housing:** Section 1.1.1 and Section 1.4 require a range and mix of housing options, including affordable housing. The MOPAs enable the provision of Inclusionary Zoning that will require new residential development in select PMTSAs to provide affordable housing options in accordance to certain requirements.
- **Land Use Compatibility:** Section 1.2.6 requires land use compatibility to mitigate adverse impact and to ensure the long term viability of employment uses. The MOPAs require development to be compatible with surrounding uses and includes criteria to minimize negative impact on sensitive land uses in proximity to established employment uses.
- **Employment:** Section 1.3 promotes protection of existing employment areas to ensure a long term balance for a mix and range of employment, institutional and broader mixed

uses. The MOPAs policies include requirements for new development to preserve, where appropriate, the existing employment and non-residential uses.

- **Public Spaces, Recreation, Parks, Trails and Open Space:** Section 1.5 provides direction for safe public spaces, parks and open space that meet the needs of pedestrians, fosters social interaction and facilitates active transportation. 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 and improve pedestrian connections to public spaces within MTSA lands.
- **Multi-Modal Transportation:** Policy 1.5.1.a promotes active communities and active transportation. The proposed policies seek additional active transportation connections through new development, including the prioritization of pedestrian and cycling routes.

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2022 (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 Major Transit Station Area (MTSA) Official Plan Amendments 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. Policy 2.2.6.1.a provides direction to support a range and mix of housing options, including affordable housing, to meet the needs of current and future residents. The proposed policies emphasize the continued importance of a mix of uses and range of housing options, where appropriate, within Protected MTSA's (PMTSAs).
- **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 within PMTSAs located along higher order transit corridors.
- **Transit Corridors and Station Areas:** Section 2.2.4 contains policies pertaining to population and employment densities that should be planned for in MTSA's along priority transit corridors. The proposed OPAs identify PMTSA boundaries, land uses, building

heights, densities, and include policies for transit supportive development to achieve the required density targets.

- **Housing:** Regarding 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 provides for a range of housing choices. The proposed policies also identifies Inclusionary Zoning as a planning tool where affordable housing will apply to PMTSAs.
- **Transportation Network:** Policy 3.2.3.4 directs municipalities to ensure that active transportation networks are comprehensive and integrated into transportation planning. The proposed policies promote improved pedestrian and cycling connections within PMTSAs.
- **Targets:** Section 5.2.5 includes requirements for upper and lower tier municipalities to undertake planning as part of a Municipal Comprehensive Review process that establish policies that achieve the minimum density targets in the Growth Plan or alternatives approved by the Minister. The proposed OPAs include policies related to land use, density and building heights to achieve the Regions MTSA minimum density targets.

## **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 current ROP does not include any MTSA related policies, and will be replaced by the recently adopted Peel 2051 Region of Peel Official Plan once it is approved by the Province. The proposed OPAs have been developed to conform to the new Peel 2051 Region of Peel Official Plan discussed in further detail below.

## **New Peel 2051 Region of Peel Official Plan (RPOP)**

On April 28, 2022, Regional Council passed By-law 20-2022 to adopt the new Peel 2051 Region of Peel Official Plan (RPOP), 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 Peel Region and the City of Mississauga to the year 2051 and beyond.

The new RPOP includes policies to address, among other matters, climate change, transportation, settlement area boundaries, and planning for Major Transit Station Areas (MTSAs). It identifies delineated major transit station areas across Peel Region and minimum

densities requirements for each major transit station area. It directs local municipalities to include MTSA policies in their Official Plans that address: land uses that support complete communities; minimum densities; minimum and maximum heights where appropriate; and improved multi-modal access and connectivity, among other matters.

The City of Mississauga is proposing an amendment to its Official Plan (draft Amendment No. 143 and 144) to identify Protected Major Transit Station Areas (PMTSAs) and provide a policy framework to conform to the new RPOP. The RPOP policies related to MTSA are detailed below:

- **Boundary Delineation:** Policy 5.6.19.7, requires local municipalities to delineate the boundaries of regionally identified MTSAs. The proposed OPAs identify individual MTSA boundaries through a series of maps on Schedule 11 – Protected Major Transit Station Areas of the draft OPA and in amended Schedule 2 – Intensification Areas of the Official Plan.
- **Minimum Density Targets:** Policy 5.6.19.8 requires municipalities to plan to achieve minimum density targets identified by the Region for MTSAs. The proposed City policies achieve the Region's minimum targets by directing development through land use, building height, and density requirements. An assessment of all proposed PMTSAs was conducted to verify that assigned minimum and maximum building heights together with minimum Floor Space Index requirements will achieve the minimum density targets identified by the proposed Regional MTSA policies. The assessment relied on existing Official Plan policies and those of recently approved local area studies. City-wide unit size, population and employment to gross floor area (GFA) assumptions were used to determine potential yield in each MTSA. This helped inform the Region's minimum density targets, and identify the densities that can be achieved based on existing population and jobs together with current and recently approved policies.
- **Protected MTSAs:** Policy 5.6.19.9 provides criteria for MTSAs to be protected from appeal in accordance with *Planning Act* requirements. The proposed policies satisfy the required criteria by identifying the minimum number of residents and jobs, collectively per hectare, the authorized use of land for buildings and structures through the established Official Plan land use designation permissions, and the minimum densities authorized for buildings and structures through a combination of block level building height and MTSA wide minimum Floor Space Index requirements.
- **Comprehensive Planning:** Policy 5.6.19.10 provides a range of planning requirements for future development within MTSAs. The City's proposed OPAs address these requirements by including policies related to general implementation, land use, compatibility, urban design, connectivity, and community infrastructure, parks and open space that:
  - encourage complete communities through a mix of uses and amenities;
  - ensure that growth recognizes existing context;

- improve access and connections to transit stations;
- promote multi-modal streets allowing pedestrian and cycling connections;
- protect lands that may be required for future transit infrastructure;
- enable Inclusionary Zoning within MTSA's;
- maintain a balanced mix of uses by minimizing loss of non-residential uses;
- require land use compatibility by mitigating impacts on employment areas;
- encourage a range of housing choices and options;
- protect and mitigate against natural hazards such as flooding;
- protect and enhance the natural heritage system;
- minimize surface parking;
- require high quality public realm;
- strengthen and expand the existing transportation network, prioritizing pedestrian and cycle routes;
- require safe and unobstructed access to public parks within 400m to residential areas; and

Policy 5.6.19.17 also address the status of Planned MTSA's in line with the RPOP requirements for local municipal MTSA policies.

## Mississauga Official Plan (Consolidation, 2021)

The proposed City-Wide Major Transit Station Area (MTSA) Official Plan Amendments (OPAs) reinforce the current policies and objectives of Mississauga Official Plan (MOP) and will include a new MTSA section in the Official Plan. This will result in existing MTSA policies within the MOP being amended or deleted as appropriate to conform to the new Peel 2051 Region of Peel Official Plan. Please see more details below:

- **City Structure and Growth:** Chapter 5, Section 5.3 identifies an urban hierarchy and recognizes the different functions of various City Structure elements across the city. The OPAs create new policies specific to MTSA's that provide a framework to facilitate and guide transit-supportive development that is respectful of the established City Structure.
- **Employment:** Policies 5.5.10 and 10.4.5 encourage major office and retail development to be located within major transit station areas. The proposed policies require existing non-residential uses to be retained within PMTSA's.
- **Parks and Open Spaces:** Chapter 6, Section 6.3 provides city-wide direction for Mississauga's green system that is comprised of the natural heritage system, urban forest, natural hazard lands and parks and open spaces. The proposed policies provide further direction for development within the floodplain and the expansion of parks and open space to serve future growth.
- **Complete Communities:** Chapter 7 provides city-wide direction for complete communities. Policies identify the need to plan for complete communities that meet the

daily needs of people and offer a range of services, employment and residential opportunities. The OPAs propose policies that support the development of transit-supportive communities with a balanced mix of uses, including community infrastructure, and different modes of transportation.

- **Housing:** Section 7.2 provides city-wide direction to ensure suitable housing for people of all stages of life. The proposed MTSA policies enable the provision of Inclusionary Zoning to provide affordable housing options in accordance with certain requirements.
- **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 policies seek additional active transportation connections through new development, including the prioritization of pedestrian and cycling routes.
- **Urban Form:** Chapter 9 provides city-wide direction to build a desirable, sustainable built form with high quality urban design and public realm that contributes to a strong sense of place. The proposed policies require a development to provide a high standard of streetscape in both the public and private realm.